

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: Nov. 2, 1955

FROM : Quinn Tamm

SUBJECT: UNITED AIRLINES CRASH  
LONGMONT, COLORADO

F/191-629

11-1-55

 11/31-2  
 Tolson ✓  
 Boardman ✓  
 Nichols ✓  
 Belmont ✓  
 Ladd ✓  
 Mohr ✓  
 Parsons ✓  
 Rosen ✓  
 Tamm ✓  
 Sizoo ✓  
 Winterrowd ✓  
 Tele. Room ✓  
 Holloman ✓  
 Gandy ✓

Assistant SAC Moore telephoned with reference to the crash of United Airlines plane. He stated that this plane crashed ten minutes after take-off from Denver, Colorado. Thirty-nine passengers and five crew members were killed. There are no survivors. He stated the material was spread over an area one mile wide and three miles long but it is easily accessible.

b7C

He further advised that [redacted] of United Airlines, Chicago, has contacted the Denver Office and indicated they would undoubtedly ask for assistance from the Bureau in identifying the bodies.

b7C

Denver further advised that [redacted] Civil Aeronautics Board, Kansas City, has contacted the Denver Office and advised that he is in charge of the investigation of the plane crash and requested the Bureau's cooperation in making available an explosives expert to assist in the investigation of the crash.

b7C

I contacted SAC Hostetter at Chicago and advised him to obtain the passenger list as quickly as possible. He advised that they had already been contacted by United Airlines. The passenger list is being compiled and will be transmitted to the Bureau for name search for fingerprint cards some time this morning.

RECOMMENDATION

That I be authorized to proceed to the scene of the crash with identification experts to render assistance in the identification of the bodies. The matter of the explosives expert is being covered by a memorandum from Mr. Belmont of the Domestic Intelligence Division.

RECORDED - 65

 1 - Mr. Nichols  
 1 - Mr. Parsons

 QT:VH  
 (5)

NOV 8 1955

 ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/12/04 BY 60290AMC/LRE/MLT/LA

# 984506

ONE

## Office Memorandum : UNITED STATES GOVERNMENT

TO : MR. TOLSON

DATE: 11-3-55

FROM : C. L. Trotter

SUBJECT: CRASH OF UNITED AIRLINES PLANE  
FLIGHT 629, LONGMONT, COLORADO  
11-1-55  
IDENTIFICATION MATTER

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 AUC/BLT/m-7/1A

b7C  
Tamm  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

Mr. Tamm called from Longmont, Colorado, at 11:55 a.m. today. There were 44 people on the plane consisting of 5 crew members and 39 passengers. (One of the passengers was an infant.)

When Mr. Tamm and the identification crew arrived at the crash scene 10 of the bodies had been already identified and removed. This left a balance of 34. Through fingerprints 21 of these 34 have been identified by Bureau personnel at the crash scene. This leaves a balance of 13 who have not been identified by fingerprints. These 13 consist of 1 man and 12 women.

Mr. Tamm said that the bodies were in fairly good condition. They still have clothing on them and it was possible to secure dental charts which the United Airlines crash crew is now doing. They are still making efforts, however, to identify these remaining 13.

Mr. Tamm feels that they will be able to wind up the affairs by noon tomorrow and return to Washington by plane on Friday afternoon. He is planning on leaving Denver on 12:40 p.m. flight, 11-4-55.

Mr. McGuire in Mr. Nichols' Office was furnished with the foregoing information immediately after the call.

1 - Mr. Nichols

RECORDED - 65

CLT:hs  
(4)

I think we should  
get some public  
credit for these  
identifications

16 NOV 7 1955

ORIGINAL FILE

I certainly  
think so

Pres release  
11/7/55  
1 NOV 15 1955

## Office Memorandum • UNITED STATES GOVERNMENT

b7C

TO : MR. TOLSON

DATE: 11/4/55

FROM : D. J. Parsons

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/16/84 BY 60320 ncd/afpSUBJECT: CRASH - UNITED AIRLINER DC-6  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

Tolson	✓
Boardman	✓
Nichols	✓
Belmont	✓
Harbo	✓
Mohr	✓
Parsons	✓
Rosen	✓
Tamm	✓
Sizoo	✓
Winterrowd	✓
Tele. Room	✓
Holloman	✓
Gandy	✓

Airlines

The attached news service clipping reports that Charles Wilson, Wisconsin explosives expert, is employed by United Airlines officials to aid in the investigation of the United Airlines crash November 1, 1955, near Denver, Colorado. The Director's notation inquired, "Who is this Wilson?"

b7C

We have known of Wilson and his reputation for many years. He was with the Northwestern University Crime Detection Laboratory during the 1930's and handled firearms identification work in that laboratory. From 1938 to 1947 he was Director of the Northwestern Laboratory and separated from it when the laboratory was sold to the Chicago Police Department. Since that time Wilson has been head of the Wisconsin State Crime Laboratory.

According to our information, Wilson is not a college graduate, though he is reported to have attended the University of California. He is not a specialist in any technical line. We have no information that would justify his being an "outstanding authority" or even an expert in the field of explosives. Wilson and his laboratory are somewhat of a joke in law enforcement circles in Wisconsin. He is reputed to seek business for his laboratory and has even antagonized law enforcement agencies by injecting himself into cases receiving a great deal of publicity. When he runs into an examination which he does not know how to handle, he simply lays it aside and forgets it and we understand in many cases no report is ever submitted. He does seek publicity, but has never caused the Bureau any problem in this respect.

As reported in my memorandum of November 3, 1955, I talked to the SAC at Denver to insure that his employment was by United Airlines and, therefore, not in conflict with our assistance to the Civil Aeronautics Board. I learned that United Airlines had hired him without knowing that the Civil Aeronautics Board had requested Bureau assistance.

I told the SAC at Denver to see that Wilson was kept out of our way and that none of our findings were made available to him. United

1 - 80-98 sub 180  
1 - Mr. Belmont  
Attachment  
DJP:edm  
(4)

RECORDED - 87

98-43035-2X

NOV 9 1955

59 NOV 15 1955

UNRECORDED COPY FILED IN 80-98-180

Memorandum for Mr. Tolson

November 4, 1955

Airlines is apologetic for having gotten him into the case and has assured us that they will get rid of Wilson without any interference to the technical assistance we are furnishing the Civil Aeronautics Board.

ACTION:

None, for information.

✓

✓



Mr. Tolson ☒  
 Mr. Boardman ☒  
 Mr. Nichols ☒  
 Mr. Belmont ☒  
 Mr. Harbo ☒  
 Mr. Mohr ☒  
 Mr. Parsons ☒  
 Mr. Rosen ☒  
 Mr. Tamm ☒  
 Mr. Sizoo ☒  
 Mr. Winterrowd ☒  
 Tele. Room ☒  
 Mr. Holloman ☒  
 Miss Gandy ☒

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 3/12/04 BY mucl01/hm

b7C

(PLANE)

LONGMONT, COLO. - [REDACTED] WISCONSIN EXPLOSIVES EXPERT, WILL ATTEMPT TO TRACE THE SOURCE OF THE BLAST -- OR BLASTS -- THAT ROCKED A UNITED AIR LINES DC-6B AIRLINER BEFORE IT CRASHED TUESDAY NIGHT NEAR HERE KILLING 44 PERSONS.

WILSON, HEAD OF THE WISCONSIN STATE CRIME LABORATORY, WAS SCHEDULED TO ARRIVE IN NEARBY DENVER ABOARD A UAL PLANE THIS MORNING TO JOIN GOVERNMENT AND COMPANY INVESTIGATORS.

BEFORE LEAVING MADISON, WIS., LAST NIGHT, WILSON TOLD REPORTERS THAT IN INVESTIGATING SUCH A PLANE CRASH "YOU LOOK FOR THE SAME THINGS YOU DO IN A BOMBING OF A CAR."

THE WISCONSIN EXPLOSIVES SPECIALIST WAS EMPLOYED BY UNITED AIR LINES OFFICIALS TO AID IN THE INVESTIGATION.

11/3--GE938A

b7C

Who is this [REDACTED]

RECORDED - 87

ELL

98-43035-2X  
 98-43035-2

16 NOV 9 1955

memo to Tolson  
 11/3/55  
 DSP

WASHINGTON CITY NEWS SERVICE

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 2 1955

TELETYPE

G. I. R. -7

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 JCS/BCE/MLT/MZ

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
b7C  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

FBI, DENVER

11-2-55

12-15 PM MST

EG

DIRECTOR, FBI AND SAC CHICAGO

U R G E N T

CRASH UAL DC SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO

SABOTAGE, RE MY PHONE CALL. CAPTIONED FLIGHT CRASHED

APPROXIMATELY EIGHT AND ONE HALF MILES FROM LONGMONT,

COLORADO, IN OPEN COUNTRY AFTER APPARENTLY DISINTTEGRATING

IN FLIGHT. FLIGHT ORIGINATED ON EAST COAST AND WAS ENROUTE

PORTLAND, OREGON AFTER SCHEDULED STOP AT DENVER. APPROXIMATE

TIME OF CRASH SEVEN NAUGHT THREE PM MST. PRELIMINARY REPORTS

INDICATE THIRTY NINE PASSENGERS AND CREW OF FIVE PERISHED.

EXACT CONDITION OF BODIES HAS NOT BEEN DETERMINED AS WRECKAGE COVERS

AREA OF ONE MILE IN LENGTH AND ONE FOURTH MILE IN WIDTH. AGENT

ON SCENE MAINTAINING LIASION WITH LOCAL OFFICERS, UAL AND CAB

AUTHORITIES. FOR BUREAU-S INFORMATION, UAL FLIGHT ENGINEERS OUT

ON STRIKE. [REDACTED] UAL CHICAGO, TELE-

PHONICALLY NOTIFIED THIS OFFICE THAT HE AND [REDACTED]

[REDACTED] ENROUTE CRASH SCENE AND WOULD PROBABLY ESTABLISH

MORGUE AT GREELEY, COLORADO, WELL COUNTY. STATED UNDOUBTEDLY

WOULD REQUEST SERVICES OF ASSISTANT DIRECTOR TAMM AND IDENTI-

FICATION TEAM.

RECORDED - 87

98-45035-3

8 NOV 8 1955

59 NOV 15 1955

Mr. Belmont

PAGE TWO

CHICAGO MAINTAIN CLOSE LIASION UAL HEADQUARTERS FOR COMPLETE  
PASSENGER LIST WITH IDENTIFYING DATA FOR USE BY IDENTIFICATION  
DIVISION. AGENT ON SCENE INSTRUCTED TO BE ON LOOK OUT FOR  
CLASSIFIED DOCUMENTS AND EVIDENCE OF PILFERAGE INVOLVING  
FEDERAL VIOLATION.

BURKE

END AND ACK PLS

2-20 AM OK FBI WA BW

OK FBI CG LP

TU DISCO

OO: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

b7C

b7C

Called Ident

M

Masters

By

Bar 2-28A

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 2 1955

TELETYPE

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Harbo	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

2706

FBI, DENVER 11-2-55 12-15 PM MST

EG

DIRECTOR, FBI AND SAC CHICAGO U R G E N T

b7C

CRASH UAL DC SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO, SABOTAGE, RE MY PHONE CALL. CAPTIONED FLIGHT CRASHED APPROXIMATELY EIGHT AND ONE HALF MILES FROM LONGMONT, COLORADO, IN OPEN COUNTRY AFTER APPARENTLY DISENTIGRATING IN FLIGHT. FLIGHT ORIGINATED ON EAST COAST AND WAS ENROUTE PORTLAND, OREGON AFTER SCHEDULED STOP AT DENVER. APPROXIMATE TIME OF CRASH SEVEN NAUGHT THREE PM MST. PRELIMINARY REPORTS INDICATE THIRTY NINE PASSENGERS AND CREW OF FIVE PERISHED. EXACT CONDITION OF BODIES HAS NOT BEEN DETERMINED AS WRECKAGE COVERS AREA OF ONE MILE IN LENGTH AND ONE FOURTH MILE IN WIDTH. AGENT ON SCENE MAINTAINING LIASION WITH LOCAL OFFICERS, UAL AND CAB AUTHORITIES. FOR BUREAU-S INFORMATION, UAL FLIGHT ENGINEERS OUT ON STRIKE. [REDACTED] UAL CHICAGO, TELEPHONICALLY NOTIFIED THIS OFFICE THAT HE AND [REDACTED]

b7C

[REDACTED] ENROUTE CRASH SCENE AND WOULD PROBABLY ESTABLISH MORGUE AT GREELEY, COLORADO, WELL COUNTY. STATED UNDOUBTEDLY WOULD REQUEST SERVICES OF ASSISTANT DIRECTOR TAMM AND IDENTIFICATION TEAM.

98-43035-3

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60390 nuck c/turczak

PAGE TWO

CHICAGO MAINTAIN CLOSE LIASION UAL HEADQUARTERS FOR COMPLETE  
PASSENGER LIST WITH IDENTIFYING DATA FOR USE BY IDENTIFICATION  
DIVISION. AGENT ON SCENE INSTRUCTED TO BE ON LOOK OUT FOR  
CLASSIFIED DOCUMENTS AND EVIDENCE OF PILFERAGE INVOLVING  
FEDERAL VIOLATION.

BURKE

END AND ACK PLS

2-20 AM OK FBI WA BW

OK FBI CG LP

TU DISCO

ORIGINAL--DIRECTOR

Called Ident

M                     

By           2-28A

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Nichols *10-1*

DATE: November 3, 1955

FROM : M. A. Jones *10-1*SUBJECT: PRESS RELEASE RE IDENTIFICATION  
OF VICTIMS IN UNITED AIRLINES  
PLANE CRASH  
LONGMONT, COLORADO, NOVEMBER 1, 1955.

Tolson	_____
Boardman	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

There is attached a yellow of a dupli-mat of a proposed press release regarding the identification of victims of the United Airlines plane crash at Longmont, Colorado, on November 1, 1955.

When approved, the attached should be returned to the Crime Records Section for further processing.

RECOMMENDATIONS:

(1) That the attached press release be approved and returned to Crime Records.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/84 BY 60222 ANG/DCS/ML/TH

(2) That the attached memorandum to Mr. G. Frederick Mullen be approved and signed.

If approved, I will clear with Q. Tamm on the scene so he can tell United people

Enclosures (2)

FJH:sms  
(4) Cms

RECORDED - 65

98-43035-3X LBN

16 NOV 7 1955

11/3 - 5:00 PM

Done by phone  
11/3/55  
Jm

Delivered to Mullen  
at 5:25 PM 11/3/55  
Jm

7 NOV 15 1955

**MEMORANDUM FOR MR. G. FREDERICK MULLEN**  
**DIRECTOR OF PUBLIC INFORMATION**

Very truly yours,

**Enclosures (10)**

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60690 ADJACE/TWC/T/VA

F JH:nma  
(9) *W*

Delivered to Muller  
at 5:35 PM 11/27/55  
Jm

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
andy \_\_\_\_\_

ENCLOSURE



ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/14/04 BY 60390 AM/SGE/MLT/WT

November 3, 1955

FOR IMMEDIATE RELEASE

The Department of Justice announced today that FBI fingerprint experts have identified twenty-one out of forty-four victims of the United Airlines plane crash near Longmont, Colorado, on November 1, 1955.

J. Edgar Hoover, Director of the FBI, stated he dispatched experts to Greeley, Colorado, where the bodies had been taken, on the day following the crash. Nine of the victims had been identified by other means when the fingerprint experts arrived, and of the remaining thirty-five, twenty-one were identified by the FBI.

The identifications were based upon comparison of the victims' fingerprints with fingerprint cards of individuals with the same names and birth dates which were removed from the Identification Division's noncriminal files and flown to Denver.

This is the second time within a month the FBI has assisted in identifying victims of a plane crash. On October 6, 1955, a United Airlines plane crashed near Laramie, Wyoming, killing sixty-six people. FBI fingerprint experts identified forty-seven of this number from fingerprints in FBI files.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

*See Jones to Nichols memo 11/4/55*  
*Press Release re Identification of victims of*  
*United Airlines Plane Crash, Longmont, Colo., 11/1/55*  
*W.D.*

98-43035-3 ENCLOSURE

The recent experiences at Laramie, Wyoming, and Longmont, Colorado, illustrate only one of the many uses to which fingerprints can be put. It is a common occurrence for the FBI to identify unknown dead, amnesia victims, and missing persons as a result of fingerprint comparisons with fingerprint cards maintained in the noncriminal files. The major contributors to this file are the Armed Forces, the Civil Service Commission, private industry, the Immigration and Naturalization Service in connection with alien prints and private citizens who submitted their fingerprint impressions for personal identification purposes.

The FBI has more than 137,000,000 sets of fingerprints on file. These prints are maintained in two separate files--criminal and noncriminal. The noncriminal files contain the fingerprints of an estimated 60,500,000 persons while the criminal files contain the fingerprint impressions of more than 10,800,000 individuals fingerprinted in connection with police action.

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. TOLSON

DATE: 11/3/55

FROM : D. J. Parsons

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 6090mc/BA/thr/ltzSUBJECT: United AirlinesSUBJECT: CRASH - UNITED AIRLINER DC-6  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

Tolson	_____
Boardman	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

At the request of the Civil Aeronautics Board (CAB) the Bureau is assisting in the investigation of the United Airliner crash on November 1, 1955, near Denver, Colorado, to the extent of sending a Laboratory man to see if there is any indication that there was an explosion aboard the plane immediately before the crash. SA [redacted] of the Laboratory went to Denver yesterday afternoon.

According to press and radio reports last night, the United Airlines have employed an "outstanding authority" in the field of explosives and identified this man as Charles M. Wilson, Head of the Wisconsin State Laboratory at Madison. Wilson's background and reputation are well known to us and he is not an outstanding authority in his field. While our relations with Wilson are highly satisfactory insofar as police matters are concerned, he has, in the past, shown an eagerness for publicity and indiscretion in some matters which he has publicly discussed.

In view of the above, I talked with SAC Burke at Denver this morning to find out why this outside expert was being utilized in view of the fact that the Bureau had agreed to assist. Burke said he had been in touch with CAB authorities and had also had a call from [redacted] the [redacted] in Denver. [redacted] assured Burke that the CAB did not know United Airlines was seeking any outside assistance and assured us that there would be absolutely no interference with our inquiry. United Airlines assured Burke that their Chicago Office had arranged to get hold of [redacted] only because they were unaware that the Bureau had agreed to give such technical assistance. Burke said that [redacted] of United Airlines, had expressed his extreme pleasure that the Bureau was assisting and had issued instructions that United Airlines employees in Denver were to insure that [redacted] in no way interfered with what the Bureau was doing. I told Burke to make sure that [redacted] did not in any way interfere with our examination and that any information we gave to CAB was not made known to [redacted]

1 - 80-98 Sub 180

1 - Mr. Belmont

DJP:edm

(4)

RECORDED - 65

EX-121

16 NOV 8 1955

NOV 15 1955

b7C  
UNRECORDED COPY FILED IN 80-98-180

Memorandum for Mr. Tolson

November 3, 1955

Burke said that he could assure the Bureau this would be done and there would be no problem and that a representative from United Airlines was simply going to stay with Wilson and let him get a general view of the wreckage and then let him go back to Wisconsin.

I told Burke this would be satisfactory and that we should take no part whatsoever in the United Airlines handling of their so-called expert since our assistance was solely at the request of the CAB.

ACTION:

None, for information.

we should have  
assured ourselves  
at the outset that  
no other "expert"  
would be used.

Parsons & Belmont  
~~were~~ were not on  
top of this

→ with this concurred.

- H. -

November 4, 1955

G.I.R.-7

ND 10-1

Mr. Ray Henle  
Editor-in-Chief  
Sunoco 3-Star Extra  
Suite 603, Commonwealth Building  
1625 K Street, Northwest  
Washington 6, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 6029A tuc lgc tmd mta

Dear Ray:

I heard your broadcast last night relative to the identification of the victims of the plane disaster near Longmont, Colorado, on November 1, 1955, and deeply appreciate your kind remarks regarding the service this Bureau was able to render on this occasion.

You have, I feel, done a real service in bringing before the public the value and importance of the noncriminal section of the FBI fingerprint files.

Sincerely,

Edgar

Longmont, Colorado

NOTE: Henle on his 11-3-55 NBC broadcast discussed the service of the FBI in identifying victims of United Airlines plane crash.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

JRH:kkd  
(3)

63

NOV 14 1955

MAILED 11

NOV 4 - 1955

COMM - FBI

RECORDED - 33  
INDEXED - 33

98-43035-45

8 NOV 8 1955

RECEIVED READING ROOM

NOV 4 11 19 55

may

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

DATE: November 2, 1955

FROM : MR. A. H. BELMONT

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60220 auc/lac/bm/ldSUBJECT: CRASH - UNITED AIRLINERS DC-6,  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

Tolson	✓
Boardman	✓
Nichols	✓
Belmont	✓
Mohr	✓
Parsons	✓
Rosen	✓
Tamm	✓
Sizoo	✓
Winterrowd	✓
Tele. Room	✓
Holloman	✓

b7C

ASAC Moore called from Denver at 9:15 a.m. today (11/2), referring to Denver teletype of midnight last night reporting the crash of a United Airliner which had left Denver shortly before the crash.

ASAC Moore said that [redacted] Civil Aeronautics Board (CAB) representative from Kansas City advised he is [redacted] of the investigation for CAB. [redacted] advised there is a question in his mind about this crash because the plane disintegrated in the air about 10 minutes after it left Denver; the plane was over level ground; the captain of this plane did not communicate with ground control prior to the crash to advise there was any trouble, such as fire on the ship; and there is a strike of United Airlines flight engineers.

b7C

[redacted] asked that the Bureau send a Laboratory man to the scene to examine the remains of the plane, for the purpose of seeing whether there is any indication of the reason for the explosion. Moore said that the crime scene area is about one mile wide and three miles long.

In airplane crashes such as this, it is the responsibility of CAB to initiate investigation and determine the cause of the crash. The Bureau is not called in to investigate unless there is indication of sabotage. [redacted] is not asking us to investigate, but is asking for Laboratory assistance.

[redacted] said he is checking out one piece of baggage or freight, weighing 42 pounds, carried on the plane on air bill, which has not been checked through as to authenticity. This item was consigned from New York by [redacted] (phonetic). CAB is checking this.

b7C

RECOMMENDATION:

RECORDED-27

In view of the impact on the public resulting from this airplane crash, the second occurring recently in the Denver

AHB:LL  
(5)

cc--Mr. Boardman

cc--Mr. Belmont

cc--Mr. Parsons,

b7C

. 7

16 NOV 10 1955

98-43035-6

EX-129

RECEIVED

11-5

Memo to Mr. Boardman from Mr. Belmont

area, I recommend that we send a Laboratory representative to the scene of the crash for such Laboratory assistance as we can render to CAB. Assistant Director Parsons advises that we do not normally do this, although we do examine evidence from the scene of a crash sent to the Laboratory by CAB. Nevertheless, I think that from a public relation standpoint, if nothing else, we should render this Laboratory service at this time. Mr. Parsons has no objection.

If you agree, this will be done and Denver will be telephonically advised.

McGee  
4-30

ste



b7C

OK  
JH  
Belmont advised  
Criminal Lab  
advised  
Q



## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: November 8, 1955

FROM : L. B. Nichols

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 PSC/ALD/mcl/tp

Tolson ☒  
Boardman ☒  
Belmont ☒  
Harbo ☒  
Mohr ☒  
Parsons ☒  
Rosen ☒  
Tamm ☒  
Sizoo ☒  
Winterrowd ☒  
Tele. Room ☒  
Holloman ☒  
Gandy ☒

SUBJECT: UNITED AIRLINES CRASH

Crua/sab

SAC Burke of Denver called to advise he is being deluged with press inquiries on the plane crash and he wondered if it would be satisfactory to state that we were in the investigation.

I told Burke that he should limit his comment to stating that we were making an inquiry to determine if there was any evidence of violations within the Bureau's primary jurisdiction and not to go beyond that point.

cc - Mr. Jones

LBN:ptm  
(4)

59 NOV 14 1955

Encl. - 124

RECORDED-11

16 NOV 10 1955

b7C  
98-43035-7

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290auc/bcf/mlt/lrz

NOV 5 1955

TELETYPE

FBI, DENVER 11-4-55 11-27 PM MST WWW

DIRECTOR, FBI VERY URGENT

CRASH OF UNITED AIR LINES FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOVEMBER ONE, FIFTYFIVE, POSSIBLE SABOTAGE.

BAUMER

RETEL CALL FROM BUREAU TONIGHT. INFORMATION ON HAND DOES NOT INCLUDE  
EVIDENCE THAT BOMB OR OTHER TYPE EXPLOSIVE PLACED ON VICTIM PLANE BY  
ANY ONE INDIVIDUAL. PREVIOUS INFORMATION CONCERNING FORTYFIVE POUND  
PACKAGE FROM [REDACTED] NYC TO CONSIGNEE SAME NAME, SEATTLE, WASHING-  
TON, LOCATED IN PASSENGERS PERSONAL EFFECTS AND DETERMINED TO BE  
DUFFEL BAG CONTAINING INEXPENSIVE WEARING APPAREL AND OTHER PERSONAL  
ARTICLES. PLANE WRECKAGE IN BITS OF ONE INCH SIZE TO HUGE PIECES  
STREWN FOR BETTER THAN TWO MILES IN LENGTH, OVER THREE FOURTHS MILE TO  
ONE MILE WIDE. THESE PIECES OF DEBRIS LOCATED ONE FOURTH MILE BEFORE  
TAIL ASSEMBLY LOCATED, THEN CONTINUING OVER ZIG ZAG PATH AS WERE  
BODIES FOR A DISTANCE NEARLY ONE MILE UNTIL TWO ENGINES BURIED IN  
CRATER TEN TO FIFTEEN FEET DEEP. ABOUT SEVENTY-FIVE YARDS FURTHER  
REMAINING TWO ENGINES SIMILARLY BURIED. COCKPIT AND FIRST FEW  
PASSENGER SEATS TWO HUNDRED YARDS FURTHER FORWARD. NO EVIDENCE OF  
FIRE ON PLANE PARTS EXCEPT THAT EVIDENCED IN CRATERS WHERE ENGINES  
CRASHED. ALL INDICATIONS FORCE DIRECTLY UPWARD FROM REAR LUGGAGE  
AND BAGGAGE  
COMPARTMENT. VERY SMALL FRAGMENTS OF METAL FORCED THROUGH TOP AND SIDES  
ALUMINUM COVERING. ALL PARTS AND OTHER ARTICLES REGARDLESS OF SIZE  
BEING OBTAINED BY WELL ORGANIZED CREWS OPERATING SYSTEMATIC CRIME  
SCENE SEARCH BEING LABELED AND DELIVERED TO UAL WAREHOUSE DENVER WHERE  
BEING PLACED ACCORDING TO LOCATION AT SCENE. INFO RECEIVED TWO SIX TO  
EIGHT FEET THREE-QUARTER INCH PLYWOOD BOXES PART OF CARGO. THESE BOXES  
END PAGE ONE

Mr. Belmont

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

RECORDED - 25

12 NOV 8 1955

INT-SEC

PAGE TWO

DETERMINED FROM [REDACTED] CONTAIN SHIPMENT OF PLASTIC ADHESIVE, SHIPPED BY GOODRICH RUBBER CO., AKRON, OHIO TO WESTERN AIR LINES SEATTLE, WASHINGTON. SA [REDACTED] ADVISES PLASTIC ADHESIVE KNOWN TO HIM CONTAINES A THINER THE ONLY EXPLOSIVE MATERIAL WHICH IN HIS OPINION COULD NOT HAVE CAUSED THIS TYPE EXPLOSION. FLIGHT ENGINEERS, UAL, AFFILIATE OF AF OF L STARTED STRIKE OCTOBER TWENTY-THREE, NINETEEN FIFTY-FIVE. STRIKING FLIGHT ENGINEERS PICKETING UAL AREA KNOWN NO ACTS OF VIOLENCE TO DATE. PILOTS AND COPILOTS FLYING AS FLIGHT ENGINEERS. NOTHING KNOWN TO INDICATE STRIKING FLIGHT ENGINEERS CAUSED CRASH. IN THIS CONNECTION, [REDACTED] AND [REDACTED] UNION STRIKE COMMITTEE, QUOTED IN LOCAL PAPER AS STATING UNIONS WERE SET BACK TWENTY YEARS WHEN UAL HIRED BURNS <sup>TE</sup> DECTIVES TO GUARD PROPERTY. STATED [REDACTED] WAS TO MEET AF OF L IN WASHINGTON TO FIND OUT WHY PILOTS FLYING AS SCABS. NO FACTORS KNOWN AT THIS TIME WHICH WOULD BRING UNDER BUREAU JURISDICTION. NO EVIDENCE OF POSSIBLE SABATOGUE INVOLVED AT THIS POINT. I THEREFORE RECOMMEND AGAINST BUREAU INVESTIGATION AT THIS TIME.

BURKE

END AND ACK PLS

1-26 AM OK BXXX FBI WA KW

TU DISC

CC: MR. BELMONT  
AND [REDACTED] DIVISION

b7C

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. H. Belmont

DATE: November 1, 1955

FROM : Mr. L. H. Martin

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60390 auc/lxc/mct/vm

10-1

SUBJECT: CRASH OF UNITED AIRLINES PLANE,  
FLIGHT 629, LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

Tolson \_\_\_\_\_  
 Boardman \_\_\_\_\_  
 Nichols \_\_\_\_\_  
 Belmont \_\_\_\_\_  
 Harbo \_\_\_\_\_  
 Mohr \_\_\_\_\_  
 Parsons \_\_\_\_\_  
 Rosen \_\_\_\_\_  
 Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
 Winterrowd \_\_\_\_\_  
 Tele. Room \_\_\_\_\_  
 Holloman \_\_\_\_\_  
 Gandy \_\_\_\_\_

SAC Burke of the Denver Office called at 9:58 p.m., November 1, 1955, and advised that the United Airlines plane Flight 629 which had left Denver at 5:52 p.m., MST, en route to Portland had crashed two miles north of Longmont, Colorado. It was a DC-6 plane with 38 persons aboard. Mr. Burke advised that he would submit a teletype when further details were available.

b7C

RECOMMENDATION:

None. For your information.

RECORDED - 72

98-43035-7

cc - Mr. Belmont

Mr. Baumgardner

20 NOV 9 1955

EX-113

b7C

LHM:jdd  
(4)

59 NOV 15 1955

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. H. Belmont

DATE: November 4,  
1955

FROM : Mr. J. A. Sizoo

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60320 adace/mct/taSUBJECT: CRASH OF UNITED AIR LINES (UAL) PLANE  
FLIGHT 629, LONGMONT, COLORADO  
NOVEMBER 1, 1955  
POSSIBLE SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

At 11:35 a.m. this morning SAC Webb Burke of Denver called concerning the captioned airplane crash. He advised that information developed by the [redacted] had suggested the possibility that the crash was caused by an explosion of some substance not normally found on an airplane. He advised that the nature of the portions of the plane examined suggested that the explosion took place in the baggage compartment three-fourth of the way back in the bottom of the plane. He stated that he had furnished additional details in this connection to Mr. Parsons. (Parsons wrote a more complete memorandum concerning the above.) I advised Burke that this matter should be followed very closely as it might be necessary for the Bureau to undertake investigation if the inquiry was reasonably conclusive that the accident was caused by sabotage. He stated that a definite conclusion in this connection was not yet reached but that [redacted] was then out of the office examining additional material. I instructed him to advise the Bureau fully by teletype as soon as more specific information was available.

At 4:36 p.m. Burke called and advised he was concerned over a development in that [redacted] went to the warehouse of UAL in Denver in order to look over baggage and other material which had been brought from the scene of the accident to the warehouse for storage. Upon arriving, [redacted] was told that the material had been sent back to Longmont Colorado, to the Imperial Hotel there for examination by the FBI and [redacted]. Burke said it was not clear whether there had been a misunderstanding or whether the material had been sent out for examination by [redacted] rather than the FBI examiner. He said he was going out immediately to find out what the situation was and would advise the Bureau. I told him to submit a teletype with all developments, including his recommendation whether or not the Bureau should handle the investigation.

Not having heard further from Denver, I contacted ASAC Moore at 7:14 p.m. and learned he had just talked with [redacted] for UAL, and that [redacted] advised him there had been a slight misunderstanding as UAL thought the FBI examiner was in Longmont and they had sent some baggage and other material back to Longmont for his examination and

cc - Mr. Belmont  
Mr. Sizoo  
Mr. Baumgardner

RECORDED - 72

INDEXED - 72

20 NOV 9 1955

JAS:jad  
(5) 59 NOV 15 1955

EX-110

Memorandum for Mr. Belmont

possibly examination by [ ] [ ] stated, however, that the material had not been touched by anyone else and no one would handle it until the FBI examination; that there was no effort at all to circumvent the FBI in this matter. Moore concluded that this was a misunderstanding and that Burke was checking into the matter. I reminded Moore of the instructions which [ ] had given in connection with the examinations that there was to be no interference on [ ] part with the work of the FBI Laboratory man. Moore also advised that information had been received from [ ] that three wooden boxes of some kind of volatile material were shipped by a national concern and might have been on this flight; that if they were shipped they might well have been in violation of shipping regulations and this material might figure some way in this crash if it was, in fact, on this plane. This is being checked out by UAL. Moore was instructed to see that a teletype was sent to the Bureau shortly summarizing all developments. b7C

This is for information.

ADDENDUM: (FJB:jdd, 11-4-55)

At 11:05 p.m., 11-4-55, after reading Denver teletype regarding this matter which arrived at the Bureau at 10:06 p.m. I called SAC Burke at Denver. I told Mr. Burke that the Bureau needed more details concerning this situation and instructed him to send another teletype to the Bureau tonight answering in detail the following questions: (1) Is any evidence available that some person placed explosive material on the plane for possible sabotage purposes? (2) Furnish all facts and latest developments regarding the [ ] package. (Information had been received earlier that a package addressed to [ ] in Seattle, Washington, had been put on the plane at Denver.) (3) Is there any indication explosive material was being legitimately shipped on this flight? (4) Furnish detailed information concerning the strike of flight engineers at Denver; give name of union involved; whether there is picketing; whether acts of violence have occurred around the airport and whether there is any indication the plane crash was the result of an act on the part of the striking flight engineers. Also furnish any other factors which would bring this crash within the investigative jurisdiction of the Bureau. (5) Furnish a recommendation of the Denver Office as to whether the possibility of sabotage exists and whether the Bureau should initiate investigation regarding this crash. b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290uc/clc/mcl/vta

NOV 4 1955

TELETYPE

Mr. Tolson\_\_\_\_\_  
Mr. Boardman\_\_\_\_\_  
Mr. Nichols\_\_\_\_\_  
Mr. Belmont\_\_\_\_\_  
Mr. Harbo\_\_\_\_\_  
Mr. Mohr\_\_\_\_\_  
Mr. Parsons\_\_\_\_\_  
Mr. Rosen\_\_\_\_\_  
Mr. Tamm\_\_\_\_\_  
Mr. Sizoo\_\_\_\_\_  
Mr. Winterrowd\_\_\_\_\_  
Tele. Room\_\_\_\_\_  
Mr. Holloman\_\_\_\_\_  
Miss Gandy\_\_\_\_\_

FBI, DENVER 11-4-55 11-4 XX 8-06 PM MST

WWW

DIRECTOR FBI VERY URGENT

CRASH OF UNITED AIR LINES FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOVEMBER ONE, FIFTYFIVE, POSSIBLE SABOTAGE.

REMYTEL NOVEMBER TWO LAST AND TELEPHONE CALL TO INSPECTOR  
JOE SIZOO TODAY. FROM OBSERVATION OF REMAINS, IT APPEARS  
PLANE BLASTED APART IN MID AIR BY EXPLOSION ORIGINATING  
IN REAR BAGGAGE COMPARTMENT. SA [REDACTED] FROM  
OBSERVATION OF WRECKAGE OF OPINION EXPLOSION CAUSED BY  
MATERIAL OTHER THAN NORMALLY ABOARD COMMERCIAL AIRPLANE,  
DUE TO EVIDENCE OF MORE VIOLENT TYPE EXPLOSION THAN WOULD  
BE CAUSED BY GASOLINE. FURTHER, THE EXPLOSION OBVIOUSLY  
ORIGINATED BENEATH THE FLOOR OF THE MAIN CABIN WHERE IS  
LOCATED THE REAR BAGGAGE COMPARTMENT. FURTHER EVIDENCE  
THE WIDELY SCATTERED PARTS OF THE PLANE IN TERRITORY  
APPROXIMATELY TWO MILES BEFORE THE MAIN PORTION OF PLANE  
CRASHED. CONTACT WAS HAD BY ME PERSONALLY WITH [REDACTED]

RECORDED 72  
OF UAL OPERATIONS AT

SCENE, TOGETHER WITH [REDACTED] CAB, AT WHICH

20 NOV 9 1955

END PAGE ONE

50 NOV 15 1955  
Mr. Belmont

INDEXED



PAGE TWO

TIME [ ] EXPRESSED DEEP REGRET THAT THERE HAD BEEN  
A MIX UP, HE STATED THAT EVIDENCE WHICH WAS REMOVED  
FROM THE SCENE TO A WAREHOUSE IN DENVER AND THEN TAKEN  
~~FROM THE SCENE TO A WAREHOUSE IN DENVER AND THEN TAKEN OMIT THIS LINE~~  
FROM THE WAREHOUSE IN DENVER BACK TO THE IMPERIAL HOTEL  
IN LONGMONT WAS DONE AT THE REQUEST OF ONE OF THE  
COMPANY ATTORNEYS, A [ ] STATED  
THAT HIS [ ] UAL, IS  
EXPECTED IN DENVER TOMORROW, NOVEMBER FIVE, AND  
HE [ ] IS GOING TO REQUEST THAT [ ] BE SENT  
HOME. [ ] IS IN [ ] TOGETHER  
WITH ANOTHER OFFICIAL OF UAL, [ ] OF SAN FRANCISCO,  
CALIFORNIA, AND [ ]  
OF CAB OPERATIONS. IT IS WELL KNOWN THAT ANYTHING THAT  
IS DONE AT THE SCENE IS WITH THE AUTHORITY OF ONE OF  
THESE THREE MEN. [ ] IN PRESENCE OF [ ]  
DEFINITELY ASSURED THERE WOULD BE NO RECURRENCE OF AN  
INCIDENT SIMILAR TO THIS MISUNDERSTANDING.

b7C

b7C

BURKE

END AND ACK PLS

10-13 PM OK FBI WA BLW

DISC

CC: MR. BELMONT [ ]  
AND [ ]  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 9 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 mcl/bc/th/m/az

TELETYPE

Mr. Tolson ✓  
Mr. Boardman ✓  
Mr. Nichols ✓  
Mr. Belmont ✓  
Mr. Harbo ✓  
Mr. Mohr ✓  
Mr. Parsons ✓  
Mr. Rosen ✓  
Mr. Tamm ✓  
Mr. Sizoo ✓  
Mr. Winterrowd ✓  
Tele. Room ✓  
Mr. Holloman ✓  
Miss Gandy ✓

DLB

SAC, SEATTLE

11-9-55

11-46

AM PST

DIRECTOR, FBI AND SAC, DENVER U R G E N T

Unsub, Explosion or Crash of UAL Plane, 11/3/55 Sabotage,  
CRUAL, SABOTAGE. RE DENVER TEL TODAY. [REDACTED] ONE FOUR FIVE

Crualsab  
ZERO EAST REPUBLICAN, SEATTLE, WASH., [REDACTED] UNITED PACIFIC INSURANCE

CO., AND [REDACTED] UAL, SEATTLE, WHO DESIRES IDENTITY RETAINED  
IN CONFIDENCE, TELEPHONED LAST NIGHT AND PROVIDED FOLLOWING INFORMATION  
REGARDING FAY ELLIS AMBROSE, AKA JACK AMBROSE, LISED IN RE TEL AS  
SENIOR TELEPHONE SALES AGENT FOR UAL WHO WAS KILLED IN INSTANT CRASH.

[REDACTED] SAID [REDACTED]

AMBROSE DURING [REDACTED] PERIOD FROM [REDACTED] THROUGH

[REDACTED] DESCRIBED AMBROSE AS HAVING BEEN ON ONE OCCASION VERY  
UP SET ABOUT NOT RECEIVING A PROMOTION AND AS BEING PRONE TO CRITICIZE  
HIS SUPERIORS BECAUSE THEY COULD NOT GET HIM BETTER PAYING POSITIONS.  
HE FURTHER DESCRIBED AMBROSE AS VERY EMOTIONAL BY TEMPERAMENT AND SAID  
THAT ON ONE OCCASION AMBROSE BROKE DOWN AND CRIED WHILE RELATING  
STORY ABOUT HIS FIRST WIFE LEAVING HIM WHEN AMBROSE WAS OVERSEAS DURING  
W. W. TWO. ACCORDING TO [REDACTED] DURING LATTER PART NINETEEN FORTYNINE  
AMBROSE HAD TUMOR REMOVED FROM BRAIN. [REDACTED] FURTHER ADVISED THAT HE  
[REDACTED] AT UAL RELATIVE TO AMBROSE BEING  
KILLED IN INSTANT CRASH. [REDACTED]

END PAGE ONE

Mr. Belmont

NOV 14 1955

PAGE TWO

[ ] WHEN [ ]

[ ]  
[ ]  
[ ]  
[ ] AMBROSE AS A SENSITIVE, BROODING

TYPE OF INDIVIDUAL HE COULD VISUALIZE AMBROSE COMMITTING SUICIDE BY  
BLOWING UP THE PLANE IF HE HAD BEEN UNSUCCESSFUL IN SECURING THE  
PROMOTION HE ALLEGEDLY HAD GONE TO DENVER TO SECURE. INVESTIGATION BEING  
INITIATED HERE TO ASCERTAIN COMPLETE BACKGROUND RELATIVE TO AMBROSE  
AND TO DEVELOP INFORMATION AVAILABLE HERE REGARDING POSITION AMBROSE  
WAS SEEKING WITH UAL IN DENVER. DENVER OFFICE REQUESTED TO  
DETERMINE FROM <sup>PROPER</sup> 49034 UAL OFFICIALS NATURE OF DISCUSSION WITH AMBROSE  
REGARDING NEW POSITION AND RESULTS THEREOF. SUGGEST LIKEWISE THAT ALL  
ATTEMPTS BE MADE TO DETERMINE AMBROSE-S ACTIVITIES WHILE IN DENVER  
IF RESULTS OF CONTACTS WITH UAL OFFICIALS INDICATE POSSIBILITY  
AMBROSE MIGHT HAVE BEEN IN DEPRESSED OR SUICIDAL MOOD FOLLOWING  
DISCUSSION THERE. BUREAU AND DENVER WILL BE KEPT ADVISED OF PERTINENT  
INFORMATION DEVELOPED HERE.

[ ] b7C  
END AND ACK IN ORDER

WA 2-55 PM OK WA FBI LO

DN OK FBI DN MMK

TU DISCO

CC: MR. BELMONT  
AND [ ]  
DOM INTEL DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - [ ] b7C

Belmont  
Boardman  
Nichols

**AIRTEL**

To: COMMUNICATIONS SECTION. November 10, 1955

Transmit the following message to SAC, Denver

RE: CRASH, UNITED AIRLINES DC-6  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

Re Denver tel 11-9-55. Code name "Crualsab" designated for this case. Use on all communications except investigative reports. Reports should carry complete title as set forth caption this airtel.

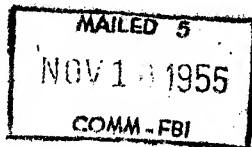
ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/13/04 BY 60320 mcl/mtl/m

HOOVER

cc - Albany  
cc - Albuquerque  
cc - Anchorage  
cc - Atlanta  
cc - Baltimore  
cc - Birmingham  
cc - Boston  
cc - Buffalo  
cc - Butte  
cc - Charlotte  
cc - Chicago  
cc - Cincinnati  
cc - Cleveland  
cc - Dallas  
cc - Detroit  
cc - El Paso  
cc - Honolulu  
cc - Houston  
cc - Indianapolis  
cc - Kansas City  
cc - Knoxville  
cc - Little Rock  
cc - Los Angeles  
cc - Louisville  
cc - Memphis  
cc - Miami

cc - Milwaukee  
cc - Minneapolis  
cc - Mobile  
cc - Newark  
cc - New Haven  
cc - New Orleans  
cc - New York  
cc - Norfolk  
cc - Oklahoma City  
cc - Omaha  
cc - Philadelphia  
cc - Phoenix  
cc - Pittsburgh  
cc - Portland  
cc - Richmond  
cc - Saint Louis  
cc - Salt Lake City  
cc - San Antonio  
cc - San Diego  
cc - San Francisco  
cc - San Juan  
cc - Savannah  
cc - Seattle  
cc - Springfield  
cc - Washington, Field



RECEIVED READING ROOM  
NOV 10 5 10 PM '55

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

PRB:111  
(58)

Attachment to memo from Belmont to Boardman dated 11-10-55, same caption, by PRB:111.

RECORDED

72 98-43035

NOV 14 1955

BUFILE 98-43035  
NOV 10 1955

M

Per

cc - Boardman  
Belmont

b7C

THE ATTORNEY GENERAL

November 14, 1955

Director, FBI

CRASH OF THE UNITED AIRLINES DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/13/04 BY 60290 CML/BCE/HT/LM

Reference is made to my memorandum dated November 8, 1955, advising that the FBI was instituting an investigation of the crash of a United Airlines DC-6B at Longmont, Colorado, on November 1, 1955, in which 44 persons were killed.

Jack Gilbert Graham was arrested at 5:42 a.m., Eastern Standard Time, this morning by Special Agents of the Denver Office of the FBI on the basis of a signed statement which he furnished admitting that he had caused the explosion which wrecked the plane in order to collect \$37,500 insurance which he had purchased on his mother, Daisy King, a passenger on the plane. Graham admitted that he prepared a time bomb using 25 sticks of dynamite which he placed in his mother's luggage.

The facts in this matter were furnished to United States Attorney Donald E. Kelley at Denver, Colorado. Mr. Kelley stated that he would authorize the filing of a complaint under Section 2155, Title 18, United States Code, one of the Sabotage statutes. He said that in all probability Graham would eventually be turned over to the State of Colorado for prosecution for murder.

A complaint will be filed before a United States Commissioner at Denver, Colorado, pursuant to the authorization of United States Attorney Kelley this morning as soon as a United States Commissioner is available.

RECORDED - 72

2cc - Mr. William P. Rogers  
Deputy Attorney General

PRB/GWH:gft  
(12)

EX - 113

NOV 14 1955

SENT FROM D. O.

TIME 10:52 AM  
DATE 11-14-55  
BY

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

NOV 15 1955

Coner 710  
Belmont & Boardman  
dated 11-14-55  
subject: PRB III

FB

**Memorandum for The Attorney General**

**2cc - Assistant Attorney General  
Warren Olney III**

**2cc - Assistant Attorney General  
William F. Tompkins**

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 7 1955

TELETYPE

Mr. Tolson ☒  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☒  
Mr. Mohr ☒  
Mr. Parsons ☒  
Mr. Rosen ☒  
Mr. Tamm ☒  
Mr. Sizoo ☒  
Mr. Winterrowd ☒  
Tele. Room ☒  
Mr. Holloman ☒  
Miss Gandy ☒

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60390 mae/mst/vta

FBI, DENVER

11-7-55

1-14 PM MST

JEO JMGARDNER

DIRECTOR, FBI

URGENT

CRASH OF UNITED AIR LINES DC SIX B, FLIGHT SIX TWO NINE,  
LONGMONT, COLORADO, NOVEMBER ONE FIFTYFIVE, POSSIBLE SABOTAGE.  
REMYTEL NOVEMBER FOUR INSTANT. STATUS RE BUREAU INVESTIGATION  
REMAINS THE SAME. ALL PARTS OF WRECKED PLANE REMOVED TO UAL  
WAREHOUSE, DENVER, WHERE PLANE BEING RECONSTRUCTED FOR  
PURPOSES OF DETERMINING NATURE OF EXPLOSION AND EXACT  
LOCATION. THOSE PARTS OF WHICH FBI LAB EXAMINATION CONTEMPLATED  
BEING UTILIZED IN RECONSTRUCTION PROJECT. ARRANGEMENTS BEING  
EFFECTED TO OBTAIN THESE PARTS FOR SHIPMENT TO FBI LAB WHEN  
PURPOSE SERVED IN RECONSTRUCTION.

b7C

ADVISES CHECK OF CARGO NEAR COMPLETION WILL ADVISE  
WHEN COMPLETED. TO DATE NO QUESTIONABLE CARGO. NO REQUEST  
TO DATE MADE FOR BUREAU INVESTIGATION.

BURKE

END AND ACK PLS

WA 3-17 PM OK FBI WA LO

END

Mr. Belmont

Mr. Parsons

SE 48

NOV 10 1955

RECORDED - 14

INT 610

b7C



## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. TOLSON

DATE: Nov. 10, 1955

FROM : L. B. NICHOLS

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/06 BY 60320 AUC/DC/STW/100

SUBJECT: UNITED AIRLINES PLANE CRASH

Tolson ☒  
Boardman ☒  
Belmont ☒  
Harbo ☒  
Mohr ☒  
Parsons ☒  
Rosen ☒  
Tamm ☒  
 Sizoo ☒  
Winterrowd ☒  
Tele. Room ☒  
Holloman ☒

By reference from the Director's office, I talked to George McWilliams of the Denver Post who was calling from Denver. He referred to the United Airlines crash of November 1. He stated that he fully realizes the necessity of closing down on information since the Bureau has entered the investigation to determine if there is any sabotage. He stated there are a lot of ridiculous things coming up and they were wondering if there was any way whereby the Bureau in Washington could make any statement which would clarify the matter. For example, he stated there was a ridiculous report out of Washington that two boxes of Cordite had been loaded on the plane, that yesterday there were widespread stories afoot in Denver that a piece of a bomb had been found; however, this was rather effectively knocked down.

b7C

I told McWilliams as he, of course, very well knew that we were willing to help out in any possible way we could. However, since our investigation had just gotten under way a couple of days ago, there was nothing we could say until all the facts were developed and then we would have to be governed by the developments.

McWilliams asked if there was anything we could say today and I told him there was nothing we could say other than what we had already stated, namely, that we had initiated an inquiry to determine if there was any evidence of violation of Federal laws within our primary jurisdiction. McWilliams inquired as to my name and title which I gave him.

He then asked what procedure should they follow if something should come up. I told him they should check with the Denver office, that Webb Burke would be glad to help out in any way he could but that at the present time there was nothing Mr. Burke could say to help out just as there was nothing we could say in Washington.

EX-125

RECORDED-99  
INDEXED-99

16 NOV 14 1955

McWilliams stated he thoroughly understood and that he fully realized our position but he did point out that some of the ridiculous stories which arise might be knocked down to the advantage of all concerned. I told him we would have to judge each one as it came up, but, basically speaking, until such time as our investigation had been completed and there had been some affirmative development, there was nothing we could say. He again agreed this was understandable and proper.

LBN:FML (4)

CC - Mr. Boardman

Mr. Belmont

NOV 15 1955

There is going to be no further  
gossiping about this matter. Sometimes news-  
men start wild stories to try to get

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - Boardman  
Belmont

0-9  
b7C

To: COMMUNICATIONS SECTION.

NOVEMBER 8, 1955

**URGENT**

Transmit the following message to:

SAC, DENVER

CRASH, UNITED AIRLINES DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO, NOVEMBER ONE FIFTYFIVE, SABOTAGE. REURTEL NOVEMBER SEVEN FIFTYFIVE. INSTITUTE INVESTIGATION IMMEDIATELY. SET OUT LEADS BY TELETYPE FOR PERTINENT OFFICES TO CONDUCT COMPLETE BACKGROUND INVESTIGATION ALL PERSONS ABOARD INSTANT PLANE WITH VIEW TOWARD ESTABLISHING MOTIVE FOR HOMICIDE. FURNISH BUREAU COPY THIS TELETYPE AND ALSO NAMES OF DENVER PASSENGERS IN ORDER THAT INVESTIGATION MAY BE FOLLOWED AT BUREAU. ATTEMPT TO DEFINITELY ESTABLISH NATURE OF ALL MATERIAL IN CARGO PIT NUMBER FOUR AS SOON AS POSSIBLE. PURSUE OTHER INVESTIGATION SET FORTH YOUR TEL. ASSUME FULL CHARGE OF INVESTIGATION, MAKE CERTAIN YOU RECEIVE BENEFIT OF ANY ADDITIONAL INQUIRY CONDUCTED BY CAB. THIS CASE MUST BE HANDLED AS SPECIAL, ALL PHASES GIVEN THOROUGH, IMMEDIATE AND CONTINUOUS ATTENTION, BUREAU KEPT ADVISED OF ANY SIGNIFICANT DEVELOPMENTS BY TELETYPE. ALL PERTINENT MATERIAL FROM CARGO PIT NUMBER FOUR SHOULD BE OBTAINED AND FORWARDED TO LABORATORY IN EFFORT TO DEFINITELY DETERMINE TYPE OF EXPLOSIVE INVOLVED. SUGGEST, IF NOT ALREADY DONE, SA MC GEE THOROUGHLY EXAMINE CARGO PIT NUMBER FOUR IN A SIMILAR UNDAMAGED PLANE TO DEFINITELY DETERMINE WHETHER ANY POSSIBILITY OF FUEL LINE OR OTHER LEAK WHICH WOULD ALLOW GASOLINE OR FUMES TO COLLECT THIS PIT.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60320 mls/ctw/clw

Tolson — SUBMIT INITIAL REPORT NOT LATER THAN NOVEMBER TWENTYTWO FIFTYFIVE.

Boardman — FEDERAL BUREAU OF INVESTIGATION

Nichols — U. S. DEPARTMENT OF JUSTICE

Belmont — COMMUNICATIONS SECTION

Harbo — INITIALED

Mohr — NOV 8 1955 DIRECTOR'S OFFICE

Parsons — PRB:111 (5)

Rosen — Attachment to memo from Belmont to Baumgardner, dated 11-8-55,

Tamm — same caption, PRB:111. COPIES DESTROYED

Sizoo — 63 NOV 18 1955

Winterrowd — 284 MAR 7 1961

Tele. Room — SENT VIA 12:21 PM Per

Holloman —

Gandy —

RECORDED - 50

HOOVER

NOV 15 1955

98-43035

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc

b7C

To: COMMUNICATIONS SECTION 9/55

URGENT

Transmit the following message: **LYATSON REPRESENTATIVE**  
**OTTAWA, ONTARIO, CANADA**

RADIOGRAM ENCODE

For 8.

*Cruaisab*

CRASH UNITED AIRLINES DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOVEMBER ONE, FIFTYFIVE, SABOTAGE. BUREAU CONDUCTING COMPLETE  
INVESTIGATION THIS MATTER. INSTANT PLANE CRASHED NOVEMBER ONE, FIFTYFIVE,  
AT LONGMONT, COLORADO, AS A RESULT OF EXPLOSION WHICH OCCURRED IN MID DASH  
AIR FROM AN UNKNOWN EXPLOSIVE FORCE SUGGESTING POSSIBILITY OF SABOTAGE.  
ENTIRE PASSENGER LIST BEING CHECKED TO DETERMINE IF MOTIVE FOR HOMICIDE  
EXISTS. CHECK SHOULD INCLUDE BUSINESS RELATIONS, MARITAL RELATIONS,  
INSURANCE POSSIBILITIES AND ANY OTHER LOGICAL INQUIRIES IN CONNECTION  
WITH BACKGROUND. PASSENGERS INCLUDED A MRS. ALMA WINDSOR, THIRTY ONE  
CAMPBELL AVENUE, ST. JOHN'S DASH 3, NEWFOUNDLAND. REQUEST RCMP MAKE  
IMMEDIATE INVESTIGATION INTO BACKGROUND AND ACTIVITIES   AS  
OUTLINED ABOVE. HANDLE IMMEDIATELY. ADVISE BUREAU EXPEDITIOUSLY.

HOOVER

NR. 834

CC - DENVER (BY REGISTERED MAIL) *Del HL*

ENC. 2340-0046 BY *may*

PRB:dae

CK. 0025-0145 BY *mech, cch*

(5)

APPROVED BY *HL*

cc - Foreign Liaison Unit (Route Through for Replied BY *HL*)

NOTE ON YELLOW:

FILED BY *HL*

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

Lead based on Denver teletype 11/9/55 which is not  
attached since needed for other communications.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 *mech/mlt/lan*

RECORDED - 50

7 NOV 15 1955

RADIO

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

89 NOV 21 1955

SENT VIA

13  
9 P M

Per *HL*

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - Bibler

p-9a

To: COMMUNICATIONS SECTION NOVEMBER 9, 1955

**URGENT**

Transmit the following message to SAC, LOS ANGELES  
DENVER

CRASH, UNITED AIRLINES DC SIX, FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOVEMBER ONE FIFTYFIVE, SABOTAGE. RE DENVER TEL  
NOVEMBER NINE FIFTYFIVE, COPY OF WHICH WAS SENT YOUR OFFICE BY  
MAIL, AND NEW YORK TEL NOVEMBER EIGHT FIFTYFIVE CAPTIONED  
QUOTE UNSUBS, INFORMATION REGARDING RECENT CRASHES OF TWO UNITED  
AIRLINES PLANES, SABOTAGE UNQUOTE. AS YOU ARE NOW AWARE, BUREAU  
CONDUCTING FULL INVESTIGATION CAPTIONED CASE. LOS ANGELES  
IMMEDIATELY INTERVIEW [REDACTED] ONE TWO THREE NINE AMHERST  
AVENUE, LOS ANGELES, FOR COMPLETE DETAILS OF INFORMATION WHICH  
AROUSED HIS SUSPICIONS IN CONNECTION WITH PREVIOUS INCIDENTS  
AFFECTING UNITED AIRLINES PLANES AND FOR ANY INFORMATION HE CAN  
FURNISH CONCERNING CAPTIONED CASE. FURNISH BUREAU AND DENVER  
TELETYPE SUMMARY PERTINENT INFORMATION OBTAINED.

PRB:111  
(3)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/06 BY 60220 AME/BCE/HUT/WT

HOOVER

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

INITIALED  
DIRECTOR'S OFFICE

COPIES DESTROYED

284 MAR 1 1961

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 9 1955

TELETYPE

SENT VIA

Per

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 mcl/SGE/nls/ha

NOV 8 1955

TELETYPE

Mr. Tolson	✓
Mr. Boardman	✓
Mr. Nichols	✓
Mr. Belmont	✓
Mr. Harbo	✓
Mr. Mohr	✓
Mr. Parsons	✓
Mr. Rosen	✓
Mr. Tamm	✓
Mr. Sizoo	✓
Mr. Winterrowd	✓
Tele. Room	✓
Mr. Holloman	✓
Miss Gandy	✓

WASH 11 FROM NEW YORK

8

11-41 P

DIRECTOR

..... U R G E N T .....

*Formalsab*

UNSUBS, INFORMATION REGARDING RECENT CRASHES OF TWO UNITED AIRLINES  
PLANES, SABOTAGE. ON NOVEMBER FIVE, FIFTYFIVE [REDACTED]

[REDACTED] EMPLOYED BY UNITED AIRLINES AT  
THE INTERNATIONAL AIRPORT, LOS ANGELES, TELEPHONICALLY ADVISED NYO  
HE RESIDES AT [REDACTED]

STATED THAT DURING THE LAST TWO MONTHS THERE HAVE BEEN TWO MAJOR  
AIRCRAFT CRASHES OF UAL PLANES, ONE OF WHICH OCCURRED ABOUT A  
WEEK AGO AND BOTH OF WHICH OCCURRED AFTER THE PLANES HAD LANDED  
AT DENVER, COLORADO. [REDACTED] STATED THAT HE KNOWS OF TWO OTHER  
INCIDENTS INVOLVING UAL PLANES IN WHICH BOTH ALSO HAD LANDED AT  
DENVER AND SUBSEQUENTLY DEVELOPED SEVERE LANDING GEAR TROUBLE.  
CRASHES WERE AVERTED AND [REDACTED] HAD OCCASION TO [REDACTED]

PLANES AT LA. IN HIS OPINION, A POSSIBILITY OF SABOTAGE EXISTS  
AND HE EMPHASIZED THE FACT THAT IN EACH OF THE FOUR CASES THE PLANE  
HAD LANDED PREVIOUSLY AT DENVER. [REDACTED] STATED CAA HAS NOT  
BEEN ADVISED OF THE INCIDENTS INVOLVING THE LANDING GEAR SINCE  
THEY DID NOT RESULT IN ACCIDENTS. HE FURTHER STATED HE HAS NOT  
DISCUSSED HIS SUSPICIONS RE SABOTAGE WITH CAA OR UAL. RE THE LATTER,

[REDACTED] STATED HIS JOB WOULD BE IN JEOPARDY IF IT WERE KNOWN  
HE HAD GONE TO THE FBI BECAUSE UAL WOULD NO DOUBT FEEL HE SHOULD  
HAVE CONSULTED WITH THEM FIRST. THEREFORE, HE WISHES HIS IDENTITY  
TO REMAIN CONFIDENTIAL EVEN WITH CAA IF IT IS NECESSARY TO REFER  
THE MATTER THERE. [REDACTED] STATED HE WILL CONTACT THE FBI IN LA

END PAGE ONE.....

Mr. Belmont

b7C

b7D

b7C

b7D

PAGE TWO....

SHORTLY AFTER HIS RETURN ON OR ABOUT NOVEMBER EIGHT, FIFTYFIVE,  
BUT BEFORE HE DOES SO HE WILL COLLECT ALL DATA, INCLUDING THE  
NUMBERS OF THE FLIGHTS DURING WHICH THE GEAR TROUBLE DEVELOPED AND  
TECHNICAL DATA BEARING ON THE POSSIBILITY THE TROUBLE MAY HAVE BEEN  
THE RESULT OF SABOTAGE AND NOT MERELY ROUTINE MECHANICAL FAILURE.

[REDACTED] PASSING THROUGH NYC ON VACATION AT TIME COMPLAINT RECEIVED<sup>b7C</sup>---

THE ABOVE IS FOR THE INFO OF THE BUREAU, LA AND DENVER. NO FURTHER  
ACTION BY NYO.

KELLY

DENVER AND LA ADVISED

PLS [REDACTED]

b7C

[REDACTED]  
b7C



## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT

DATE: November 10, 1955

FROM : MR. J. A. SIZOO

cc Mr. Belmont

Mr. Nichols

SUBJECT: CRASH, UNITED AIR LINES DC-6  
FLIGHT 629, LONGMONT, COLORADO, 11-1-55  
SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tam	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

Crash Sab

With reference to your memorandum of today's date concerning the reward circular which United Air Lines (UAL) desires to release and in accordance with the Director's approval, I called ASAC Moore at Denver at 4:50 PM and advised him that he should inform [redacted] that the question as to whether such a circular should be put out is up to the United Air Lines and that we have no suggestions to offer as to the wording of the circular as we are neither approving nor disapproving it.

ASAC Moore said he would so advise [redacted]. He further stated that subsequent to his earlier call to you, minor changes were made by the United Air Lines officials in the proposed circular. These changes are -

- (a) In Paragraph 1, line 1, the words "now being conducted" are being deleted.
- (b) In Paragraph 2, line 2, the words "evidence that will lead" are being replaced by the words "information leading".
- (c) In Paragraph 2, line 3, the words "who caused or were" are being deleted.

Moore advised that since the Bureau was interposing no objection, he presumed the circular would be released in accordance with the above wording.

RECORDED - 50

98-43035 - 2

This is for information.

JAS:td

(4)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60360 mcd/mtz

EX - 113

10 NOV 15 1955

71 NOV 18 1955



## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

DATE: November 10, 1955

FROM : MR. A. H. BELMONT

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 AUC/BCT/MT/WTSUBJECT: CRASH, UNITED AIR LINES DC-6  
FLIGHT 629, LONGMONT, COLORADO, 11/1/55  
SABOTAGE

Tolson	
Boardman	
Belmont	
Mohr	
Parsons	
Rosen	
Tamm	
Sizoo	
Winterrowd	
Tele. Room	
Holloman	
Gandy	

ASAC Roy Moore called from Denver at 1:50 p.m.

today (11/10) to advise that

[redacted] of United Air Lines (UAL) had called the Denver Office, at the request of [redacted] of UAL, to advise that UAL is contemplating a circular offering a \$25,000.00 reward to anyone reporting information leading to the arrest and conviction of those responsible for the explosion in the plane. Moore said [redacted] is anxious that United Air Lines do nothing that would interfere with the Bureau's activities in this matter; consequently, he is going to call back in an hour to see if the Bureau desires any changes in the form of the circular or has any comment to make.

b7C

b7C

The proposed circular reads as follows:

"Investigation now being conducted with regard to the explosion occurring aboard the aircraft on United Air Lines Flight 629 on November 1, 1955, near Longmont, Colorado, indicates that the explosive was completely foreign to the aircraft or to operations in the Air Line itself.

"United Air Lines, Inc. offers a total reward of \$25,000.00 for evidence that will lead to the arrest and conviction of any person or persons who caused or were responsible for the explosion occurring in the aircraft on United Air Lines Flight 629 on November 1, 1955, near Longmont, Colorado.

"Such evidence should be submitted to the nearest office of the Federal Bureau of Investigation or United Air Lines, Inc., or the nearest law enforcement agency.

"Dated this 10th day of November, 1955.

"United Air Lines, Inc.

By RECORDED - 50 President

98-43035-

AHB:LL  
(5)

cc--Mr. Boardman  
cc--Mr. Nichols  
cc--Mr. Belmont  
cc--[redacted]

EX - 113

NOV 15 1955

b7C

Memo to Boardman from Belmont

I told ASAC Moore our position probably would be that it is entirely up to the United Air Lines whether they put out a circular or not, and the Bureau will neither approve nor disapprove of it; however, I told Moore I wanted to check on the publicity aspects and, therefore, would call him back shortly.

Moore said that [redacted] was particularly concerned whether he should have the phrase "or the nearest law enforcement agency" in the circular or whether the Bureau would prefer that the reporting of information be restricted to the FBI and United Air Lines. b7C

RECOMMENDATION:

Mr. Nichols and I agree that ASAC Moore should be advised to inform [redacted] that the question as to whether such a circular should be put out is entirely up to the United Air Lines and that we have no suggestions to offer as to the wording of the circular, as we are neither approving it nor disapproving it. b7C

If you agree, Moore will be so advised telephonically.

I agree as this is a self serving  
act on part of United air lines

[redacted] *RB*

b7C

I agree. I don't like  
this but I don't  
see how we can  
tell them not to do it

*OK*  
*H.*

11-10

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 10 1955

TELETYPE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60390 auc/acc/mct/ltm

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI, PITTSBURGH

11-10-55

6-46 PM EDST GL

DIRECTOR, FBI, AND SAAC, WASHINGTON FIELD

URGNXX URGENT

UNSUB EXPLOSION OR CRASH OF WAL PLANE 11-2-55  
CRUAL. REDNTEL NOVEMBER EIGHT LAST. PASSENGER [REDACTED]

[REDACTED] HAS

[REDACTED] DATING FROM

NINETEEN FIFTY TO EARLY FIFTYFOUR. APPROXIMATELY MARCH  
NINETEEN FIFTYFOUR [REDACTED] BY A

[REDACTED] AT GEORGE WASHINGTON U. HOSPITAL, WASHINGTON,

[REDACTED] REPORTEDLY RETIRED AND PRESENTLY RESIDING

SOMEWHERE CALIF. [REDACTED] ADVISES HE

TALKED TO [REDACTED] WHO WAS ALSO VICTIM OF INSTANT CRASH,

SIX WEEKS AGO AND [REDACTED] WAS ELATED OVER WIFE-S CONDITION WHICH

[REDACTED] DESCRIBED AS BEING NORMAL SINCE OPERATION. RECORDS, b7C

ST. FRANCIS HOSPITAL, DISCLOSE THAT [REDACTED] FURNISHED

INFO IN NINETEEN FIFTY TO THE EFFECT THAT IN JULY, NINETEEN

FIFTY, [REDACTED] WITH HER

PARISH PRIEST. THIS PRIEST NOW DECEASED. WFO REVIEW RECORDS

GWU HOSPITAL FOR INFO RE [REDACTED] AT

TIME OF OPERATION. ALSO ASCERTAIN PRESENT LOCATION OF [REDACTED]

[REDACTED] IN CALIF. AND SET OUT LEAD TO HAVE HIM INTERVIEWED

END PAGE ONE

Mr. Belmont

TWO COPIES WFO

PAGE TWO

RE [REDACTED] AS WELL AS DETAILS AS  
TO TYPE OF OPERATION AND DEGREE OF SUCCESS WHICH COULD  
BE EXPECTED FROM OPERATION. INVESTIGATION PG DISCLOSES

[REDACTED] ENJOYED FAVORABLE<sup>BL</sup> REPUTATION, PARENTS  
OF THREE SONS, AGES SIX TO ELEVEN, WERE A DEVOTED FAMILY.

b7C

[REDACTED] WAS [REDACTED] HAGAN CORP., PG. ANNUAL SALARY  
APPROXIMATELY [REDACTED] INVESTIGATION  
CONTINUING.

S H A N K L I N

CORR LINE 4 PG 2 WD 6 SD BE "FAVORABLE"

END

6-52 PM OK FBI WA WS

E

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60900md/bcc/hwt/lm

NOV 11 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI, CHICAGO

11-11-55

9-20 PM

RPN

OCRUASAB

DIRECTOR, FBI, AND SACS, DENVER, NEW YORK U R G E N T

UNSUB, EXPLOSION OR CRASH OF UAL PLANE 11-3-55 SABOTAGE

RE DN TEL OF ELEVEN TEN AND TWO NY TELS OF ELEVEN

ELEVEN. PERSONNEL WHO SERVICED INSTANT AIRCRAFT AT MIDWAY AIRPORT

CG, INTERVIEWED AND NO PERTINENT INFO DEVELOPED. BACKGROUND

INVESTIGATIONS BEING CONDUCTED ON VICTIMS JUNGELS AND

AND TO DATE NO PERTINENT INFO DEVELOPED. CG ATTEMPTING TO

OBTAIN DETAILED INFO RE MAIL, FREIGHT, AND EXPRESS. INFO RE TRIP

INSURANCE ISSUED BY CONTINENTAL CASUALTY CO, CG., ON VICTIMS BEING

OBTAINED AND WILL BE FURNISHED TO APPROPRIATE OFFICES. INSURANCE

ISSUED BY ASSOCIATED AVIATION UNDERWRITERS, NINETY JOHN ST., NYC,

HELD BY VICTIMS

AND POSSIBLY OTHERS. NY CONTACT ABOVE COMPANY AND FURNISH INFO

OBTAINED TO APPROPRIATE OFFICES. CG OBTAINED LIST OF CG TO DN

PASSENGERS - THIRTYTWO- FROM UAL, CG, CONTAINING DATA AS TO

WHERE THEY CAN BE REACHED AND WILL FURNISH TO OTHER OFFICES FOR

INTERVIEW PURPOSES. RE NY TEL INSTRUCTING CG AND OTHER OFFICES TO

INTERVIEW NY TO CG PASSENGERS. DN ADVISE IF UAL IN NY WAS INSTRUCTED

BY UAL IN DN TO CONDUCT CHECK THROUGH CONNECTING AIRLINES ETC. FOR

CONTACT DATA RE PASSENGERS AS WAS DONE BY UAL IN CG.

RECORDED - 50

HOSTETTER

CORR SECOND FIVE LINE FROM BOTTOM OMIT THE "K" FIRST WORD.

END ACK IN O PLS

WA- 10-26 PM OK FBI WA MES

16 NOV 15 1955

DN OK FBI DN WWW

NY OK FBI NY MAP

Mr. Belmont

MR. BELMONT  
AND  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 10 1955

TELETYPE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/13/04 BY 60290 PUC/RCE/MLT/LTR

Mr. Tolson ☒  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☒  
Mr. Mohr ☒  
Mr. Parsons ☒  
Mr. Rosen ☒  
Mr. Tamm ☒  
Mr. Sizoo ☒  
Mr. Winterrowd ☒  
Tele. Room ☒  
Mr. Holloman ☒  
Miss Gandy ☒

FBI, LOS ANGELES

11-9-55

10-13 PM

WDR

DIRECTOR, FBI AND SAC, DENVER

U R G E N T

b7C

CRUASAB  
CRASH, UNITED AIR LINES DC SIX, FLIGHT SIX TWO NINE, LONGMONT, COLO.,  
NOV. ONE LAST. SABOTAGE. REURTEL THIS DATE.

EM-B

UAL, SINCE

AD-

ADVISED RODE TWO AIRCRAFTS IN DECEMBER, FIFTYFOUR WHICH TOUCHED AT DENVER,  
HAD LANDING GEAR DAMAGED. A DC SIX, NO MODEL LETTER, POSSIBLY FLIGHT  
SIX ONE ONE, ARRIVING LA ABOUT OCT. TEN LAST HAD STARBOARD UPLATCH BROKEN  
AND LINKAGE ON DOOR TO STARBOARD WHEEL DAMAGED. IT WAS BELIEF OF MECH-  
ANICS AT TIME THAT A ROCK PROBABLY HIT THE LATCH. THE LANDING GEAR  
WAS HELD BY HYDRAULIC PRESSURE AND A NORMAL LANDING WAS MADE. THIS  
AIRCRAFT STOPPED AT DENVER. ANOTHER DC SIX, NO MODEL LETTER, POSSIBLY  
FLIGHT SIX THREE EIGHT, ON OCT. TWELVE LAST WHEN EN ROUTE FROM LA TO  
CG TOUCHED DENVER. WHEN LANDING AT CG THE PILOT DID NOT SEE THE GREEN  
LIGHT INDICATING HIS LANDING GEAR WAS DOWN. HE SAW A CABLE HANGING  
FROM THE STARBOARD NACELLE AND CALLED THE TOWER. MECHANICS IN ANOTHER  
AIRCRAFT AND AT THE CG AIRPORT LOOKED OVER THE TROUBLE. THE GEAR  
HELD AND A SUCCESSFUL LANDING WAS MADE. NO DAMAGE OCCURRED EITHER  
AIRCRAFT BY REASON OF THE INJURED LANDING GEAR. [REDACTED] HAS NO REASON

TO BELIEVE THE DAMAGE IN EITHER CASE WAS DELIBERATELY DONE AND CANNOT  
RECALL THE EXACT DATE OR AIRCRAFT NUMBERS. THE WORK SHEET

END PAGE ONE  
Mr. Belmont

NOV 18 1955

Belmont

PAGE TWO

AT UAL MAY NOW BE IN SF. HOWEVER, INTERVIEWS WILL BE MADE OF UAL PERSONNEL TOMMORROW. [REDACTED] NSISTS HIS NAME BE KEPT CONFIDENTIAL. BUREAU AND DENVER WILL BE ADVISED OF RESULTS OF CHECK AT UAL. HAS NO INFO RE CAPTIONED CASE.

**MALONE**

END AND ACK PLS IN ORDER

WA<sup>1-90</sup>12-0 AM OK FBI WA BW

DN OK FBI DN WWW

T DISCVM

cc

b7C



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI, OMAHA 11-11-55 3-45 PM CST RHDJ

DIRECTOR, FBI AND SAC DENVER .. URGENT ..

OCRUAL SAB  
CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE LONGMONT, COLO. ELEVEN ONE FIFTYFIVE, SABOTAGE. RENYTEL NOV. ELEVEN. MR AND MRS PAUL BEER, TWENTYEIGHT TWENTYEIGHT GRAND AVE., DES MOINES, INTERVIEWED TODAY. HE IS CHAIRMAN OF BOARD, FLYNN DAIRY, AND RESIDENT OF DES MOINES SINCE NINETEEN NAUGHT SIX. HE IS EIGHTYTWO AND SHE SIXTYEIGHT YRS. OF AGE. THEY WERE RETURNING TO DES MOINES FROM TWO MONTH TOUR OF EUROPE. THEIR DESTINATION WAS DE S MOINES AND ONLY CHANGE IN PLANS CONSISTED OF DEPARTURE FROM NYC ON TUESDAY, NOV. ONE, RATHER THAN MONDAY, OCT. THIRTYONE. THIS CHANGE NECESSITATED BECAUSE THEY HELD FAMILY TYPE TICKET GOOD ONLY ON TUESDAY. NO PLANNED OR UNPLANNED STOP-OVER EXCEPT TO CHANGE PLANES IN CG. LUGGAGE CONSISTED OF SEVEN PIECES, FOUR OF WHICH CHECKED THROUGH FROM NYC TO DES MOINES AND OTHER THREE CARRIED WITH THEM ON PLANE, ALL CONTAINING PERSONAL EFFECTS AND TRINKETS OBTAINED IN EUROPE. ALL BAGGAGE REC-D UPON THEIR ARRIVAL IN DES MOINES. BOTH STATE THEY OBSERVED NOTHING SUSPICIOUS AT ANYTIME PRIOR TO OR DURING FLIGHT.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3/13/04 BY 60290 mcl/ace/mwt/lt

RESIDENCE

ADVISED THAT THEY WERE PASSENGERS ON INSTANT FLIGHT FROM

END PAGE ONE ...

Mr. Belmont

NOV 18 1955

18 NOV 14 1955

124

PB-3

PAGE TWO ...

NYC TO CG. STATED THEY HAD PREVIOUSLY TRAVELED VIA PLANE AND TRAIN FROM OM TO NYC, LEAVING OM VIA BURLINGTON RR ON SEPT. 20, FIFTYFIVE.

THEY WENT TO NYC FOR A VISIT WITH [REDACTED]

[REDACTED] WHO IS THEIR MARRIED [REDACTED]

ADVISED

THAT HE IS PRESENTLY RETIRED DUE TO A [REDACTED] AND THAT HE

FORMERLY [REDACTED] A RESTAURANT AND FANCY FOOD BUSINESS IN OM. THEY

HAD TWO PIECES OF LUGGAGE, ONE A SUITCASE AND THE OTHER A PKG ABOUT

THE SIZE OF THREE SUIT CASE BOXES WHICH WAS WRAPPED IN BROWN PAPER. b7C

THE LATTER PKG CONTAINED ARTICLES OF CLOTHING PURCHASED WHILE IN NYC AND

THE FORMER CONTAINED PERSONAL CLOTHING WHICH THEY TOOK WITH THEM FOR

THIEIR VISIT. BOTH PIECES WERE CHECKED THRU TO CG AND WERE TAKEN BY

THE [REDACTED] WHEN THEY LEFT THE PLANE AT THE CG AIRPORT. THEY PRO-

CEEDED ON TO OM VIA BURLINGTON RR ON THE SAME DAY. THEY BOTH ADVISED

THAT THEY HAD NOT NOTICED ANY UNUSUAL OR SUSPICIOUS CIRCUMSTANCES OR

PASSENGERS BEFORE OR DURING THE FLIGHT TO CG. THEY INFORMED THAT THEY

TRAVELED ON THIS FLIGHT BECAUSE THERE WAS A SPECIAL RATE FROM NYC TO

CG.

THORNTON

CORR PAGE TWO LINE THREE NAME SHD RD " [REDACTED]

END ACK IN ODR PLS

WA 4-52 PM OK FBI WA MES

DN OK FBUPXXXOK DXXXOK FBI DN TC

TU DISC PLS

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

38341

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

TELETYPE

FBI, NYC

11/11/55

4-07-

CWF

DIRECTOR AND SAC-S CHICAGO, BOSTON, NEWARK, NEW HAVEN, OMAHA, AND  
SPRINGFIELD

...U R G E N T...

b7C

O CRUALSAB

CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE  
LONGMONT COLO. NOV. ONE NINETEEN FIFTY FIVE, SABOTAGE. RE DENVER  
AIRTEL NOV EIGHT LAST [REDACTED] DIST. [REDACTED] UAL,  
NYS ADVISED FOLLOWING LISTED AMONGST PASSENGERS ON INSTANT FLIGHT  
FROM NYC TO CGO. AND METHOD OF RESERVATION WHERE AVAILABLE ONE,

TEL [REDACTED]

CLOSE PAREN. TWO [REDACTED]

LISTED

SAME ITINERARY AS [REDACTED] FOUR AND FIVE [REDACTED]  
CARE OF GOTHAM HOTEL, NYC. INVESTIGATION NYC.

b7C

INDICATES RESIDENCE LATTER [REDACTED]

SEVEN AND EIGHT [REDACTED]

BY

CGO UAL RESERVATION ARRIVING PHIL., PA., ON UAL THREE ZERO ZERO  
DASH TWO SEVEN WITH OPEN RESERVATION FROM PH TO NY. TEN,  
ELEVEN AND TWELVE [REDACTED] AND PRESUMABLY CHILD, NO LOCAL  
CONTACT ARRIVED FROM BOSTON VIA AMERICAN AL THREE EIGHT THREE DASH ONE  
BOOKED ON OCT. TWENTY SIX LAST. THIRTEEN AND FOURTEEN [REDACTED]

REQUEST FROM UAL CGO ARRIVING NYC VIA SIX TWO TWO DASH TWO SIX,

FIFTEEN, [REDACTED] UAL [REDACTED] OUT MOLINE THREE TWO SIX DASH TWO

SEVEN, OUT CGO SIX FOUR SIX DASH TWO SEVEN, HELD SIX DASH MOLINE

SPACE TWO FOUR THREE DASH ONE. TWENTY THREE AND TWENTY FOUR [REDACTED]

RESIDENCE PHONE [REDACTED] THE FOUR

STAR OFFICIAL OF [REDACTED] CORP.

38342

PAGE TWO .....

[REDACTED] TWENTY SEVEN AND  
EIGHT [REDACTED] INVESTIGATION INDICATES PRESENTLY AT  
[REDACTED] TWENTY FIVE AND SIX,

[REDACTED] BOOKED BY CGO ON OCT TWENTY FIVE LAST, SHOWN AS  
ARRIVAL IN NYC BY TRAIN. THIRTY TWO, [REDACTED] PASSENGER  
ADDED TO MANIFEST AT AIRPORT HELD CONTINUING RESERVATION TO [REDACTED]

[REDACTED] FROM CGO ON MIDWAY AIRLINES FLIGHT THREE TWO DASH ONE BOOKED  
BY AGENT THREE SIX TWO ON NOV. ONE LAST. THIRTY THREE AND FOUR [REDACTED]

[REDACTED] ADDED AT NYC AT LAST MINUTE, RECEIVED ORIGINAL REQUEST  
FOR SPACE THROUGH UAL CGO PER REQUEST BY NORTH CENTRAL AIRLINES.

FORTY FOUR [REDACTED] RESIDENCE PHONE [REDACTED]

IN NJ HELD RETURN SPACE TO [REDACTED] ALSO ON NYC TO  
DENVER ONE [REDACTED] LAST MINUTE PASSENGER ADDED AT AIRPORT,

NO IDENTIFYING INFO EXCEPT POSSIBLY IN TICKET FILE IN DENVER OR  
RECOVERED FROM PLANE. OFFICES INTERVIEW PASSENGERS AS INDICATED,  
NEW HAVEN ONE, TWO, TWENTY THREE AND TWENTY FOUR BOSTON TEN ELEVEN  
AND TWELVE CGO SEVEN, EIGHT. THIRTEEN, FOURTEEN, TWENTY FIVE, TWENTY  
SIX, THIRTY TWO, THIRTY THREE, AND THIRTY FOUR NEWARK FORTY FOUR  
OMAHA FOUR, FIVE, TWENTY SEVEN AND TWENTY EIGHT SPRINGFIELD FIFTEEN.  
INQUIRY REQUESTED AT DENVER RE STEVENSON. INTERVIEW RE OCCUPATION,  
PURPOSE OF TRIP, DESTINATION, NUMBER AND CONTENT OF LUGGAGE, ANY  
PLANNED OR UNPLANNED STOPOVER WITH EMPHASIS RE ANY BAGGAGE FORWARDED  
BEYOND STOPOVER ON FLIGHT SIX TWO NINE WITH PARTICULAR VIEW TO DEVELOP-  
MENT OF ANY SUSPICIOUS CIRCUMSTANCES OBSERVED PRIOR OR EN ROUTE OR  
POSSIBLE MOTIVES FOR SABOTAGE. DENVER ORIGIN.

KELLY

END ACK IN ORD PLS

b7C

WA 425 AM OK FBI WA FLR

CG

OK FBI C JOG

BS

OK FBI BS EMK

NK

WOULD LIKE TO HAVE PAGE TWO LINE ELEVEN PHONE NUMBER REPEATED

PLS .

b7C

NK TU OK FBI NK ET

NH OK FBI NH SSM

OM OK FBI OM RLB

SIV

SI M

BS OPR

BS OPR

V

V THIS IS FBI WA 0711 SHALL I DISC

OK

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT *AB*DATE: November 14,  
1955FROM : MR. F. J. BAUMGARDNER *FJB*SUBJECT: JACK GILBERT GRAHAM, was  
SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

*Coua 11/15/55*

At 10:00 a.m., 11-14-55, ASAC Fletcher called [redacted] from Washington Field to ascertain if that office could discontinue the investigation being conducted in this case in view of the identification of the subject at Denver. He was advised that they could do so, with the exception of leads regarding subject Graham.

ACTION:

None. For your information.

GWH:111

cc - Belmont

Baumgardner

(4)

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/03 BY 60290 AUC/SLC/MUT/AM

EX. - 113

RECORDED - 50

SE-6

13 NOV 15 1955

98-43035-

NOV 18 1955

124



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc -

0-b7c

To: COMMUNICATIONS SECTION.

NOVEMBER 9, 1955

URGENT

Transmit the following message to:

SAC, NEW YORK

CRASH, UNITED AIRLINES DC SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO, NOVEMBER ONE FIFTYFIVE, SABOTAGE. DENVER TEL TO DIRECTOR AND SEVERAL OFFICES NOVEMBER NINE FIFTYFIVE SETS OUT LEAD FOR NEW YORK AND NEW YORK NOT INDICATED AS ONE OF OFFICES RECEIVING INSTANT TELETYPE. FOR INFORMATION NEW YORK, BUREAU CONDUCTING COMPLETE INVESTIGATION THIS CRASH. FLIGHT SIX TWO NINE ORIGINATED NEW YORK TWELVE NOON NOVEMBER ONE LAST, DESTINATION SEATTLE. PLANE TOOK OFF AT DENVER SIX FIFTYTWO P.M., AND EXPLODED IN MID DASH AIR NEAR LONGMONT, COLORADO, SEVEN NAUGHT THREE P.M. NO COMMUNICATION WITH FIELD PRIOR TO EXPLOSION. CAB INQUIRY REACHED CONCLUSION, CONCURRED IN BY FBI LABORATORY EXAMINER, EXPLOSION OCCURRED IN PIT NUMBER FOUR OF CARGO SPACE WHICH IS IMMEDIATELY BELOW ENTRANCE DOOR EXTENDING TWENTY FEET TOWARD AFT PORTION OF PLANE. EXPLOSION DESCRIBED AS MORE SEVERE THAN COULD HAVE BEEN CAUSED BY GASOLINE OR ANY OTHER POTENTIAL EXPLOSIVE NORMALLY ABOARD. NEW YORK INTERVIEW ALL UNITED AIRLINES PERSONNEL HANDLING PLANE AND CARGO AT NEW YORK CITY FOR INFORMATION CONCERNING CARGO, WHETHER ANY UNAUTHORIZED PERSONS HAD ACCESS TO PLANE AND ANY INFO ANY PERSONNEL MAY HAVE NOTED CONCERNING CONDITION OF CARGO SPACE IN QUESTION. DENVER ORIGIN. HANDLE

IMMEDIATELY. ADVISE BUREAU AND DENVER OF ANY SIGNIFICANT INFORMATION BY TELETYPE OR AIRTEL. SUREP BY NOVEMBER TWENTYTWO NEXT.

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

2 cc - COMMUNICATIONS SECTION (11)

HOOVER

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

NOV 9 1955 COPIES DESTROYED  
284 MAR 1 1961

See note TELETYPE, page 2.

SENT VIA

Per

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 auc/act/mrt/brz

RECEIVED  
NOV 9 5 51 PM '55

RECORDED-45 98-43035-

*[Handwritten signature]*  
*[Handwritten initials]*

*[Handwritten signature]*



Teletype to New York

NOTE SAC, DENVER:

Your tel 11-9-55 contained lead for New York but not indicated as sent to New York. Appropriate error notation should be made in folders of responsible employees.

NOTE ON YELLOW:

Denver tel 11-9-55 retained Room 1706 for additional action. [redacted] New York, telephonically advised at 1:00 p.m., 11-9-55, that instant teletype not received by New York.

b7C

NOV 9 4 13 PM '55  
RECEIVED - COMM.

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 9 1955

TELETYPE

- 2 - 6:23 pm [signature]

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - Mr. Bibler

To: COMMUNICATIONS SECTION.

NOVEMBER 10, 1955

URGENT

Transmit the following message to: SAC, DENVER

*Crualsab*

CRASH UNITED AIR LINES DC SIX, FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOV. ONE, NINETEEN FIFTYFIVE, SABOTAGE. REURTEL  
NOV. NINE LAST. SUGGESTION RE CODE NAME BEING CONSIDERED  
AND YOU WILL BE ADVISED. PRESS REPORTS ON CASE REFLECT

[REDACTED] AS STATING SOME OF MAIL

b7C

CARRIED BY INSTANT PLANE IN FRAGMENTS. CONSIDER POSSIBILITY  
OF EXPLOSIVE DEVICE BEING SHIPPED BY AIR MAIL AND CONTACT  
POSTAL INSPECTOR IMMEDIATELY RELATIVE TO POSSIBLE IDENTIFICATION  
OF AIR MAIL PACKAGES. CONDUCT ALL NECESSARY INVESTIGATION  
CONCERNING THIS POSSIBILITY.

HOOVER

NOTE ON YELLOW: Denver tel 11/9 suggested Code name "Crua" for this  
case. Memo being submitted.

RECORDED-45

*98-43035-*

PRB:lfj  
(3) *lfj*

8 NOV 15 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE *2/13/04* BY *60290 amc/bis/mrt/m*

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 10 1955

TELETYPE

COPIES DESTROYED

284 MAR 1 1961

SENT VIA *555*

*259 P* M

Per *Jeff*

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 10 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

SAC, DENVER

11-10-55

7-39 XXX 7-30 PM MST

DIRECTOR, FBI AND SACS NEW YORK AND CHICAGO  
UNSUB, EXPLOSION OR CRASH OF UAL PLANE II/3/55. SABATAGE.  
CRUAL, POSSIBLE SABOTAGE. REBUTEL TODAY CONCERNING CONTACT WITH

P. O. INSPECTOR, DENVER, AS TO POSSIBILITY ALLEGED BOMB COULD  
HAVE BEEN IN AIR MAIL. [REDACTED] IN

CHARGE, [REDACTED], ADVISES HIS MAIL RECORDS INCOMPLETE.  
THERE WERE ALLEGEDLY FIVE HUNDRED FIFTYSEVEN POUNDS OF MAIL  
ABOARD IN FORTYSEVEN MAIL SACKS WITH THIRTYSIX PIECES OF  
REGISTERED MAIL SCATTERED THROUGHOUT. ALL REGISTERED MAIL  
RECOVERED. THREE HUNDRED NINETYSIX POUNDS OF THE MAIL  
RECOVERED. EXACT NUMBER OF MAIL SACKS RECOVERED UNDETERMINED  
AS YET. THIS INFORMATION WILL BE SUPPLIED. ONE HUNDRED  
SIXTYONE POUNDS OF MAIL LEFT TO BE ACCOUNTED FOR, HOWEVER,  
MAY BE ERROR IN NUMBER OF POUNDS ABOARD. CLOSE LIASON HAS  
BEEN AND IS BEING MAINTAINED WITH P. O. INSPECTOR. SOME MAIL  
AND ONE MAIL BAG IN FBI LAB. NEW YORK CITY AND CHICAGO  
SHOULD DEFINITELY DETERMINE NUMBER OF BAGS OF MAIL BOARDED  
AND UNLOADED PRIOR TO ARRIVAL OF PLANE IN DENVER, AND IF  
POSSIBLE LOCATION IN PLANE. UAL OFFICIALS STATE NEGOTIATIONS  
END PAGE ONE

Mr. Belmont

59 NOV 16 1955

CO: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

RECORDED - 25

NOV 16 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 AUC/BCE/mth/tw

PAGE TWO

WITH FLIGHTT ENGINEERS INTERNATIONAL ASSOCIATION PRIOR TO ITS STRIKE OF UAL ON OCTOBER TWENTYTHREE LAST, WERE WITHOUT INCIDENT AND KNOW OF NOTHING INDICATING POSSIBLE CONNECTION WITH INSTANT CASE. PICKETING HAS BEEN ORDERLY, SOME ANONYMOUS THREATENING PHONE CALLS RECEIVED BY SOME OF PILOTS NOW SERVING AS FLIGHT ENGINEERS AND THEIR WIVES. ADDRESSES OF FORTY PASSENGERS AND CREW DEPLANING AT DENVER BEING OBTAINED AND CONTACT ORDERED. INVESTIGATION RE JACK GRAHAM, SON OF DENVER PASSENGER, DAISIE KING, REFLECTS PLACED ON FIVE YEARS PROBATION NOVEMBER TWENTYTHREE, FIFTYONE, FOR FORGERY AND PROBATION RECORD GOOD. RESTITUTION MADE AT RATE OF FORTYDOLLARS PER MONTH, NOW OWES ONE HUNDRED FIVE DOLLARS, UAL OFFERING TWENTYFIVE THOUSAND DOLLARS REWARD FOR INFORMATION LEADING TO ARREST AND CONVICTION OF PERSON OR PERSONS RESPONSIBLE FOR EXPLOSION. MOCKUP OF PLANE PROVES BEYOND DOUBT, ACCORDING TO UAL AND DOUGLAS ENGINEERS, THAT EXPLOSION OCCURRED BELOW PASSENGER ENTRANCE DOOR AND VICINITY OF PIT NUMBER FOUR BAGGAGE DOOR, WHICH IS LOCATED BELOW AND OPPOSITE SIDE OF PLANE FROM PASSENGER ENTRANCE, THIS WAS BASED UPON FACT SOME OF FLOOR PLATES, A PORTION OF CROSS SECTION BEAM, AND STRINGERS MISSING THIS AREA. OTHER PORTIONS OF PLANE LOCATED WERE READILY IDENTIFIABLE. ALTITUDE FIXED AT TIME OF FIRST EXPLOSION BY CAB AT TEN THOUSAND EIGHT HUNDRED FEET MEAN SEA LEVEL, AND

END PAGE TWO

PAGE THREE

FIVE THOUSAND FEET ABOVE GROUND, REVIEW OF STATEMENTS OF THIRTYEIGHT EYE WITNESSES OF TWO HUNDRED PERSONS INTERVIEWED BY FOUR TEAMS OF UAL AND CAB REPRESENTATIVES, REFLECTS PLANE FIRST EXPLODED IN AIR, AFLARE WAS IGNITED AND FLOATED FOR APPROXIMATELY THREE MINUTES WHILE PLANE FELL TO GROUND CAUSING SECOND EXPLOSION.

BURKE

END AND ACK PLS

WA THIS SHUD HAVE GONE TO NY BY RELAY ON OUR 0724 MACHINE

9-42 PM OK FBI WA RD

NY OK FBI NY FJM

CG OK FBI CG RPN

TU DISCOM

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

DATE: November 10, 1955

FROM : MR. A. H. BELMONT

SUBJECT: CRASH, UNITED AIRLINES DC--6  
 Flight 629  
 Longmont, Colorado  
 November 1, 1955  
 SABOTAGE

Tolson ☒  
 Boardman ☒  
 Nichols ☒  
 Belmont ☒  
 Harbo ☒  
 Mohr ☒  
 Parsons ☒  
 Rosen ☒  
 Tamm ☒  
 Sizoo ☒  
 Winterrowd ☒  
 Tele. Room ☒  
 Holloman ☒  
 Gandy ☒

Crualsab

Denver is office of origin in this case. Denver teletype 11-9-55 suggests that for economy reasons code name "Crua1" be adopted for this case. This case will have widespread ramifications since it will involve investigations as to all the deceased passengers and crew members as well as checking on cargo, mail, baggage, et cetera, shipped from various points and there will be many leads developing from time to time which should be set out expeditiously and will require teletypes, airtels, and memoranda, interoffice, from offices to the Bureau and from Bureau to field offices. Present title requires two complete lines on a teletype. It is believed that a code name should be adopted in the interest of economy to be used on all communications except investigative reports, which should be disseminated under the proper caption. It is believed the title suggested by the Denver Office would be improved by adding the letters "sab" in order to indicate that this is a sabotage case. The code name would then be "Crualsab." \*

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/13/04 BY 60290 mcl/act/mcl/la

RECOMMENDATIONS:

1. If you approve the attached airtel will be sent to Denver, copies to all offices, advising them of the code name this case.

RECORDED - 25

98-43035-

2. This memorandum should be routed to the Records Section in order that they will be aware of the code name used in this matter.

16 NOV 15 1955

\* This code word cleared with Records Section and code room who advised that it would present no conflict with existing code words.

Attachment 11-10-55 ✓  
 cc - Boardman  
 Belmont  
 Nichols

(5)

PRB:111

NOV 16 1955

b7C

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

TELETYPE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/14/04 BY 60292 auc/mc/mur/

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

WA R 1 FROM BA

11-11-55

10-40 AM EST F MNB

DIRECTOR, FBI AND SACS ALBANY, DENVER, MEMPHIS, AND WFO  
(UNSUB, EXPLOSION OR CRASH OF UAL PLANE 11-3-55. SABOTAGE)  
CRUAL, SABOTAGE. RE DENVER TELS NOVEMBER NINE INSTANT.

EMPLOYED NATIONAL INSTITUTE OF HEALTH, BETHESDA, MD.,

ENROUTE OREGON STATE COLLEGE TO DELIVER LECTURE. FELLOW

b7C

EMPLOYEES AND FURNISH NO INFORMATION

INDICATING MOTIVE FOR HOMICIDE. NO INDICATION LUGGAGE CONTAINED

EXPLOSIVE MATERIAL. ADVISED ONLY LUGGAGE WAS TWO-SUITOR

IMITATION LEATHER OR PLASTIC TAN SUITCASE APPROXIMATELY SEVEN YEARS

OLD AND BADLY SCUFFED. MAKE UNKNOWN. NO IDENT. TAGS. BELIEVED

TO CONTAIN FOLLOWING ITEMS- SUNBEAM ELECTRIC RAZOR, TAN PLASTIC TOILET

ARTICLE BAG, THREE OR FOUR WHITE DRESS SHIRTS, ONE SUIT BLUE NYLON.

PAJAMAS, SQUARE SILVER CUFF LINKS WITH PETRIFIED WOOD CENTERS, WOOL

GREYISH BLUE SUIT WITH LABEL PAREN. S S S END PAREN. MANUFACTURED BY

98-43035-

TWO COPIES WFO  
59 NOV 16 1955

Mr. Belmont

RECORDED - 25

NOV 15 1955



Y  
SCHWARTZ CLOTHING CO., BALTIMORE, SMALL BLACK METAL BOX CONTAINING  
THIRTY-FIVE MILLIMETER COLOR SLIDES, GOLD BAR TIE CLASP. WEARING  
HAMILTON WRIST WATCH WITH PAREN. HRS-USPHS-DATE END PJREN. ENGRAVED  
BACK OF CASE. ALSO WEARING SUIT AND BROWN TOPCOAT BOTH WITH PAREN.  
S S S END PAREN. LABELED. NO DESCRIPTION OF SUIT AVAILABLE. WFO  
REVIEW SANDSTEAD-S PERSONNEL FILE, HEW BLDG., AND INTERVIEW ARTHUR  
CM PEARSON, WYATT BLDG., SANDSTEAD-S INSURANCE AGENT. MEMPHIS INTER-  
VIEW [REDACTED] VANDERBILT UNIVERSITY, RESIDES ONE  
[REDACTED]

b7C

ASSIGNED VANDERBILT UNIVERSITY HOSPITAL PRIOR TO OCTOBER NINETEEN  
FIFTY-THREE AS [REDACTED] ALBANY INTERVIEW [REDACTED]  
SYRACUSE UNIVERSITY, RESIDES HAFTS HOUSE ON CAMPUS.

END

[REDACTED]  
~~CORRECTIONS- LINE 3 COLLEGE -- WORD 4~~

~~LINE 3 WORD 8 FELLOWXXXXXX FELLOW~~

~~LINE 13 WORD 3 CO.,~~

ACK PLS

SSSS

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

b7C

BA R 1 WA JFP

TU DISC

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/14/04 BY 60396 mrc BSA/MLP/04

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI NYC 11-12-55 6-20AM EST JFM

DIRECTOR AND SAC-S CHICAGO AND DENVER .... U R G E N T ....

CRUAL, POSSIBLE SABOTAGE. RE DENVER TEL

ELEVEN TEN LAST.

US POST OFFICE,

LA GUARDIA AIRPORT, ADVISED THAT DEPARTURE SHEET FOR ELEVEN ONE  
REFLECTS UAL FLIGHT NUMBER SIX TWENTY NINE CARRIED SIXTY THREE

POUNDS OF MAIL IN ~~ELEVEN ONE~~ UNABLE TO TELL FROM PO RECORDER

WHERE ANY OF THE POUCHES DESTINED OR POINT OF ORIGIN DUE TO NEW

PO ACCOUNTING SYSTEM PLACED IN EFFECT TEN ONE LAST.

UAL, STATED THAT FROM REVIEW OF LOAD SHEET

AND DISPATCH MESSAGE AND UAL WEIGHT MANIFEST FOR FLIGHT SIX TWENTY

NINE FOLLOWING IS DISTRIBUTION OF US MAIL. THREE POUCHES OF MAIL

WEIGHING THIRTEEN POUNDS WAS PLACED IN PIT FOUR AND DESTINED FOR

CHICAGO. FIVE POUNDS OF MAIL WEIGHING FORTY TWO POUNDS DESTINED FOR

DENVER AND WAS PLACED IN REAR PORTION OF PIT THREE. THREE POUCHES

WEIGHING EIGHT POUNDS DESTINED FOR PORTLAND AND ALSO IN REAR

OF PIT THREE. FOLLOWING IS DESCRIPTION OF OTHER FREIGHT AND

MISCELLANEOUS MATERIAL PLACED ON FLIGHT SIX TWO NINE, SIX PIECES OF

AIR EXPRESS WEIGHING THIRTY FIVE POUNDS, FIFTY NINE PIECES OF PASSENGER

LUGGAGE WEIGHING FOURTEEN HUNDRED AND SIXTY FIVE POUNDS. ALL DESTINED

FOR CHICAGO AND PLACED IN PIT FOUR. SEVEN PIECES OF FREIGHT WEIGHING

THREE HUNDRED AND TWENTYSIX POUNDS DESTINED FOR CHICAGO AND PLACED IN

PIT THREE PAREN ~~FORWARD~~ PAREN. FOLLOWING MATERIAL WAS PUT IN PIT

THREE PAREN REAR CLOSE ~~FORWARD~~ DESTINED FOR ~~REAR~~, TWO PIECES

END PAGE ONE.....

read 11-12-55-B

PAGE TWO.....

OF AIR EXPRESS WEIGHING FIFTY POUNDS AND THIRTEEN PIECES OR PERSONAL LUGGAGE WEIGHING TWO HUNDRED AND SEVENTY FIVE POUNDS PLACE IN PIT THREE REAR. FOLLOWING MATERIAL DESTINED FOR PORTLAND AND PLACED IN REAR OF PIT THREE, FIVE PIECES OF FREIGHT WEIGHING SIXTY NINE POUNDS, SEVEN PIECES OF LUGGAGE WEIGHING ONE HUNDRED AND SEVENTY NINE POUNDS. FOLLOWING MATERIAL DESTINED FOR SEATTLE AND PLACED IN PIT THREE REAR, ONE PIECE OF AIR EXPRESS WEIGHING NINE POUNDS, SEVENTEEN PIECES OF FREIGHT WEIGHING TWO AND SIXTY THREE POUNDS, TWO PIECES OF LUGGAGE WEIGHING FIFTY THREE POUNDS.

KELLY

END ACK IN ORDER PLS

WA-C6-27 AM OK FBI WA KW FOR FOUR MESSAGES

CG- OK FBI CG WOH FOR ALL FOUR MESSAGES

DN- OK FBI DN RKK FOR FOUR MESSAGES

TU DSC

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

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Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI NYC 11-12-55 6-10 AM EST JFM

DIRECTOR AND SAC-S CHICAGO AND DENVER ... U R G E N T ...

CRASH UNITED AIRLINES DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT,  
COLORADO, NOVEMBER ONE, FIFTYFIVE, SABOTAGE. REDNTEL NOVEMBER EIGHT,  
FIFTYFIVE, NY TEL NOVEMBER ELEVEN, FIFTYFIVE. INVESTIGATION NY  
INDICATES THAT THE FOLLOWING PASSENGERS ON INSTANT FLIGHT FROM NYC TO  
CHICAGO WHO LEFT NY CONTACT AND RESIDE ELSEWHERE ARE AS FOLLOWS.

NUMBER SIXTEEN AND SEVENTEEN, [REDACTED] WHO STAYED AT SAVOY  
PLAZA, HOTEL AND LEFT FORWARDING ADDRESS [REDACTED]

[REDACTED] NUMBER NINETEEN, [REDACTED] WHO  
WILL BE AT CONRAD HILTON HOTEL, CHICAGO, UNTIL NOVEMBER SEVENTEEN  
NEXT. NUMBER TWENTY, [REDACTED] WHO STAYED AT TAFT HOTEL,  
NYC, LEFT FORWARDING ADDRESS [REDACTED]

[REDACTED] NUMBER TWENTYTWO LISTED AS [REDACTED]  
TAFT HOTEL, ROOM [REDACTED], NYC. INQUIRY AT TAFT HOTEL INDICATES  
ROOM [REDACTED] OCCUPIES BY [REDACTED] UNTIL NOVEMBER ONE,  
FIFTYFIVE, LEFT FORWARDING ADDRESS [REDACTED]

END PAGE ONE.....

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16 NOV 15 1955

59 NOV 16 1955

Recd 11-12-55

PAGE TWO.....

IOWA. NUMBER TWENTYNINE AND THIRTY, [REDACTED] HOTEL  
WESTBURY, NYC. INQUIRY AT HOTEL INDICATES [REDACTED] LEFT  
FORWARDING ADDRESS [REDACTED]

[REDACTED] NUMBER THIRTYSEVEN, [REDACTED] WHO LISTED CONTACT  
CARE OF AMERICAN CAN COMPANY, NYC. INQUIRY AT AMERICAN CAN INDICATES

[REDACTED] RESIDES AT [REDACTED]

NUMBER THIRTYNINE, [REDACTED] WHO LISTED CONTACT CARE OF KIMBERLY  
DASH CLARK PAPER COMPANY, TWO FIVE ZERO PARK AVENUE, NYC.

INQUIRY AT KIMBERLY DASH CLARK INDICATES [REDACTED] RESIDES [REDACTED]

[REDACTED] WHO WERE

PASSENGERS ON INSTANT FLIGHT FROM NY DASH DENVER LISTED CONTACT CARE  
OF HENRY HUDSON HOTEL, NYC. INQUIRY AT HENRY HUDSON HOTEL, NYC,  
INDICATES [REDACTED] LISTED ADDRESS [REDACTED] NY TO

DENVER PASSENGERS ONE AND TWO, [REDACTED]

[REDACTED] LISTED CARE OF SOCONY VACUUM OIL COMPANY, NYC. [REDACTED]

[REDACTED] ADVISED [REDACTED]

LEFT FLIGHT AT DENVER AND VISITED [REDACTED] CARE

OF [REDACTED]

[REDACTED] AND PROCEEDED FROM BOULDER, COLORADO TO TUSCON, ARIZONA,

END PAGE TWO.....

PAGE THREE.....

CARE OF PIONEER HOTEL, TUSCON. NUMBERS FOUR AND FIVE, [REDACTED]

[REDACTED] HOTEL SAVOY PLAZA, NYC. INQUIRY AT HOTEL LISTED ADDRESS FOR

[REDACTED] AS [REDACTED]

[REDACTED] CARE OF COLORADO A AND M COLLEGE. SEE DENVER FILE

SIXTY ONE DASH ONE NINE FOUR AND BUCASE CAPTIONED [REDACTED]

[REDACTED] IDP. OFFICES INTERVIEW PASSENGERS AS FOLLOWS. NEW HAVEN

THIRTYSEVEN, THIRTYNINE. CHICAGO SIXTEEN, SEVENTEEN, NINETEEN.

OMAHA TWENTYTWO. PHOENIX ONE AND TWO. SPRINGFIELD TWENTYNINE

AND THIRTY. SEATTLE TWENTY. DENVER [REDACTED] OFFICES

NOT RECEIVING REFERENCED NY TEL WILL REQUEST TO INTERVIEW RE OCCUPATION,

PURPOSE OF TRIP, DESTINATION, NUMBER AND CONTENT OF LUGGAGE, ANY

PLANNED OR UNPLANNED STOPOVER WITH EMPHASIS RE BAGGAGE FORWARDED

BEYOND STOPOVER ON FLIGHT SIX TWO NINE WITH PARTICULAR VIEW TO

DEVELOPMENT OF ANY SUSPICIOUS CIRCUMSTANCES OBSERVED PRIOR OR EN ROUTE

OR POSSIBLE MOTIVES FOR SABOTAGE. DENVER ORIGIN.

KELLY

CORR... SECOND LINE THIRD WORD FROM END SHUD BE "LISTED"

SPRINGFIELD, NEW HAVEN, OMAHA, PHOENIX

AND SEATTLE ADVISED

[REDACTED]  
b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
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Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

Jack Graham NOV 12 1955  
Jack G. King TELETYPE

SAC, DENVER 11-12-55 8-28 PM MST

DIRECTOR, FBI, AND SAC-S NEW YORK CITY AND CHICAGO  
UNSUB, EXPLOSION OR CRASH OF UAL PLANE, 11/3/55, SABOTAGE  
CRUALSAB. RE BUTEL ELEVEN TWELVE INSTANT. PASSENGER DAI

KING, FLIGHT SIX TWO NINE, UAL, IS ESTIMATED BY RELATIVES  
HAVE INHERITED APPROXIMATELY ONE HUNDRED FIFTY THOUSAND  
DOLLARS IN REALTY, CASH ANNUITY, AND LIVESTOCK. PRIOR TO  
DEATH OF EARL KING OCTOBER FIFTY-FOUR, MR. AND MRS. KING  
MADE RECIPROCAL WILL LEAVING LIFETIME ESTATE TO SURVIVOR,  
THAT WILL STILL BINDING. UPON DEATH OF BOTH, ESTATE WAS TO  
BE DIVIDED ONE-HALF TO [REDACTED]

[REDACTED] OF EARL KING, ONE FOURTH TO JACK GILBERT  
GRAHAM, SON OF DAISIE KING, AND ONE FOURTH TO [REDACTED]

[REDACTED] OF MRS. KING. APPROXIMATELY  
FORTY-FIVE THOUSAND DOLLARS CASH ESTATE AND CASH ANNUITY  
INVESTED BY DAISIE KING IN DRIVE-IN RESTAURANTS IN DENVER  
AND STEAMBOAT SPRINGS, COLORADO, SPRING OF FIFTY-FIVE.  
AT SAME TIME RESTAURANT IN DENVER BUILT, IT WAS REPORTEDLY  
DEEDED BY DAISIE KING TO JACK GRAHAM EXCEPT THAT SHE RETAINED  
A LIFETIME ESTATE AND MANAGERIAL CONTROL. THIS PROPERTY  
END PAGE ONE

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Mr. Belmont



JXXPAGE TWO

REPORTEDLY VALUED AT THIRTY-THREE THOUSAND DOLLARS AND  
GRAHAM INDICATED DURING INTERVIEW THAT HE NOW CONSIDERS  
HE HAS CLEAR TITLE TO THIS PROPERTY. [REDACTED]

INFORMED UPON INTERVIEW THAT JACK OBTAINED THREE INSURANCE POLICIES  
AT AIRPORT IN AMOUNT OF TWELVE THOUSAND FIVE HUNDRED DOLLARS EACH  
ON HIS MOTHER-S LIFE AND NAMED AS BENEFICIARIES JACK GRAHAM, [REDACTED]

[REDACTED], AND [REDACTED]

OF

MRS. KING, STE. GENEVIEVE, MO. TO DATE UAL HAS  
BEEN UNABLE TO VERIFY THIS FACT AND [REDACTED] STATED  
JACK APPARENTLY MAILED COPIES, HOWEVER, SHE CANNOT RECALL WHERE. b7C  
THIS BEING VIGOROUSLY FOLLOWED. [REDACTED] ALSO ADVISED THAT

DAISIE KING MAINTAINED TWO LIFE INSURANCE POLICIES OF TWENTY  
FIVE HUNDRED DOLLARS EACH WITH BENEFICIARIES JACK GRAHAM AND

[REDACTED] ONLY MOTIVE DEVELOPED TO DATE WOULD

✓ BE JACK GRAHAM-S INHERITANCE OF MONEY AND/OR PROPERTY. JACK  
GILBERT GRAHAM, WA. JACK G. KING, BORN DENVER COLORADO JANUARY  
TWENTY THREE THIRTY TWO, AS ONLY CHILD OF WILLIAM AND DAISIE  
GRAHAM. WILLIAM GRAHAM DIED IN THIRTY FIVE INSTANT AND JACK  
GRAHAM RAISED IN ORPHANAGE, DENVER, FROM AGE THREE TO TEN.

END PAGE TWO

PAGE THREE

FOLLOWING MARRIAGE OF DAISIE AND EARL KING, FORTY ONE INSTANT, JACK GRAHAM RESIDED WITH THEM AT YAMPA, COLO. WHERE HE REPORTEDLY WAS ACCUSED OF SOME PETTY THIEVERY AND GENERAL MISCONDUCT. LEFT HOME AT AGE FIFTEEN AND WENT <sup>OT</sup> ALASKA WHERE HE SECURED NUMEROUS JOBS IN CONSTRUCTION INDUSTRY DURING FORTY SEVEN AND FORTY EIGHT. ALLEGEDLY ENLISTED IN U. S. COAST GUARD APRIL FORTY EIGHT AT SEATTLE, WASH., AND DISCHARGED ON BASIS OF MINORITY AT NEW YORK CITY JAN. FORTY NINE. CHECK OF RECORDS HAS BEEN REQUESTED. FOLLOWING DISCHARGE HE RETURNED TO PARENTAL HOME AT YAMPA FOR A FEW MONTHS AND AGAIN WENT TO ALASKA WHERE HE ENGAGED IN CONSTRUCTION WORK. RETURNED TO COLORADO FIFTY AND EVENTUALLY SECURED POSITION OF PAYROLL CLERK AT MANUFACTURING CONCERN. IN MARCH FIFTY ONE STOLE AND FORGED FORTY TWO CHECKS ON THIS COMPANY IN THE AMOUNT OF ONE HUNDRED DOLLARS EACH. LEFT DENVER AND TRAVELLED EXTENSIVELY UNTIL ARREST BY LOCAL AUTHORITIES AT LUBBOCK, TEXAS, SEPTEMBER ELEVEN, FIFTY ONE, ON CHARGE OF BOOTLEGGING. AT TIME OF ARREST HAD GUN IN CAR, RAN ROAD BLOCK, AND WAS ONLY APPREHENDED AFTER SHOTS FIRED BY OFFICERS. SERVED SIXTY DAYS IN COUNTY JAIL AT LUBBOCK. RELEASED TO DA, DN, AND CONVICTED

END PAGE THREE

PAGE FOUR

OF FORGING AND UTTERING AT DN NOVEMBER TWENTY THREE, FIFTY ONE, SENTENCE SUSPENDED AND PLACED ON PROBATION FOR PERIOD OF FIVE YEARS WITH STIPULATION OF TWENTY FIVE HUNDRED DOLLARS CASH RESTITUTION, MADE BY MRS. KING AND MONTHLY PAYMENTS OF FORTY DOLLARS TO BE MADE BY GRAHAM TO COUNTY PROBATION OFFICE. RECORDS OF PROBATION OFFICER REFLECT GRAHAM HAS CONSISTENTLY REPORTED AND MADE PAYMENTS SINCE THAT TIME. BALANCE OWED PROBATION DEPARTMENT AT PRESENT IS ONE HUNDRED FIVE DOLLARS. PROBATION RECORDS REFLECT GRAHAM COMPLETED NINTH GRADE IN PUBLIC SCHOOLS AND SCHOOLS REPORTED HE "HAD FINE MIND" WITH GENERALLY HIGH GRADES BUT "PERSONAL AND SOCIAL ADJUSTMENTS VERY POOR." PROBATION REPORT INDICATES GRAHAM LED A RATHER WILD LIFE, SPENT MONEY ON DRINKING PARTIES AND WOMEN, LIKES MONEY, AND WANTED TO HAVE "BIG TIME" AS HE THOUGHT HE WOULD BE DRAFTED INTO ARMY. REPORT REFLECTS MOTHER "OVER PROTECTIVE" OF SON. ATTITUDE OF GRAHAM AT TIME OF ARREST INDICATED HE DID NOT REALIZE SERIOUSNESS OF FRAUDULENT CHECK CHARGE. NO OTHER CRIMINAL RECORD KNOWN. FOLLOWING CONVICTION GRAHAM HAS HELD RATHER CONSISTENT EMPLOYMENT AS HEAVY EQUIPMENT MECHANIC WITH REPUTABLE CONCERNS AND CONTRACTOR TO THE AEC AT GRAND JUNCTION, COLORADO. FOLLOWING DEATH OF EARL

END PAGE FOUR

P XXX PAGE FIVE

KING, STEPFATHER, GRAHAM RETURNED TO DENVER AND ASSISTED MRS. KING IN BUILDING AND OPERATION OF PREVIOUSLY MENTIONED DRIVE-IN RESTAURANT. BUREAU WAS PREVIOUSLY INFORMED OF ACCIDENTS RELATING TO DRIVE-IN AND AUTOMOBILE. EXAMINATION OF ALL WRECKAGE AND LUGGAGE TO DATE BY UAL AND CAB REPRESENTATIVES HAS NOT RESULTED IN LOCATION OF ANY AMMUNITION, AS REPORTEDLY CONTAINED IN MRS. KING-S LUGGAGE BY GRAHAM. HOWEVER, PHEASANT HUNTERS HAVE BEEN BRINGING IN TO UAL. PDS, AND FBI DAILY FRAGMENTS OF WRECKAGE, MAIL, CLOTHING, AND LUGGAGE, LOCATED AS MUCH AS TEN MILES FROM SCENE OF EXPLOSION. AS OF TOMORROW A. M. TEN FBI AGENTS AND EN UAL AND CAB REPRESENTATIVES WILL GO TO SEARCH AND RESEARCH AREA AGAIN, EVEN THOUGH IT HAS BEEN COVERED BY ACTUALLY HUNDREDS OF PERSONS. UAL AND CAB OFFICIALS PLAN NO FURTHER EXAMINATION OR RECONSTRUCTION OF PLANE OR BAGGAGE THAT HAS NOT BEEN CONSUMATED SO FAR, UNLESS SOMETHING UNUSUAL DEMANDS IT OR UNLESS REQUESTED TO DO SO. HOWEVER, THIS MATERIAL IS AVAILABLE TO OUR OFFICE AND IS BEING SEARCHED AND RESEARCHED FOR EVIDENCE OR PIECES OF EXPLOSIVE DEVICE. AS OF DAY FBI ENTERED INVESTIGATION, FIVE REPRESENTATIVES

END PAGE FIVE

PAGE SIX

OF THIS OFFICE HAVE HAD CONTACT WITH TEN REPRESENTATIVES OF UAL AS CONCERNS INVESTIGATION RELATED TO PASSENGERS, UNION ACTIVITIES, CARGO, EYE WITNESSES, AND UAL PERSONNEL HANDLING FLIGHT. THIS OFFICE IS ADVISED OF ALL MATERIAL LOCATED BY ANYONE. INSURANCE VENDING MACHINES AT AIRPORT WERE CHECKED ON FIRST DAY AND IT WAS DETERMINED THAT SEVENTEEN PASSENGERS WERE INSURED BY EITHER ASSOCIATED AVIATION UNDERWRITERS, ALLEGED HEADQUARTERS NEW YORK CITY, OR CONTINENTAL CASUALTY COMPANY, ALLEGED HEADQUARTERS CHICAGO, POLICIES RANGING FROM MINIMUM SIXTY TWO HUNDRED FIFTY DOLLARS TO MAXIMUM SIXTY TWO THOUSAND FIVE HUNDRED DOLLARS WITH THE MAXIMUM OF SIXTY TWO THOUSAND FIVE HUNDRED ON SIX OF THE SEVENTEEN PASSENGERS. NEW YORK CITY AND CG OFFICES REQUESTED TO CONTACT HEADQUARTERS THESE INSURANCE COMPANIES TO VERIFY THIS FACT. ALSO UAL OFFICIALS STATE WHILE THEY HAVE BEEN UNABLE TO LOCATE POLICIES FOR MRS. KING, BELIEVE IF SHE HAS POLICIES THEY ARE WITH ASSOCIATED AVIATION UNDERWIRTERS. MUTUAL OF OMAHA TEL-A-TRIP CLAIMS TO HAVE NO POLICIES ON PASSENGERS FLIGHT SIX TWO NINE. COPIES THIS TELETYPE BEING SENT LA AN SF AND OM OFFICES IN THE EVENT INVESTIGATION CONCERNING INSURANCE POLICIES REQUESTED

END PAGE SIX

PAGE SEVEN

AS THESE COMPANIES MAY HAVE HEADQUARTERS IN <sup>A</sup>CLIFORNIA. NY  
AND CG REQUESTED TO NOTIFY INSURANCE REPRESENTATIVES TO RETAIN  
COPIES ALL POLICIES FOR POSSIBLE HANDWRITING EXAMINATIONS, IF  
NEEDED AT FURTHER DATE. DN PRESENTLY ATTEMPTING TO CHECK  
ALL EXPLOSIVE OUTLETS FOR ANY UNUSUAL SALES NEAR DATE OF  
CRASH. UAL OFFICIALS KNOW NO INCIDENTS DURING NEGOTIATIONS  
OR SINCE STRIKE OF ITS FLIGHT ENGINEERS WHICH MIGHT POSSIBLY  
BE CONNECTED WITH INSTANT CASE. THEY STATE, HOWEVER, THERE  
HAS BEEN JAMMING OF UAL TELEPHONE SWITCHBOARDS AND ANONYMOUS  
TELEPHONE THREATS TO SOME PILOTS BUT NOTHING UNUSUAL TO ANY  
STRIKE. UACB, NYC, IS REQUESTED TO INTERVIEW [REDACTED] b7C

[REDACTED] OF FLIGHT ENGINEERS INT-L ASSOCIATION, TWO NINE ZERO  
OLD COUNTRY ROAD, MINEOLA L. I., N. Y. AND DN WILL INTERVIEW

[REDACTED]  
OF UAL STRIKING LOCAL FOR INFO OF POSSIBLE VALUE. BUREAU  
ADVICE REQUESTED AS TO EXTENT OF INTERVIEWS AND INVESTIGATIONS  
RE OTHER FEIA STRIKING OFFICERS AND MEMBERS AND ALSO RE  
ANONYMOUS TELEPHONE THREATS RECEIVED BY [REDACTED]  
DETAILED LETTER FOLLOWS RE UNA CHAPTER, FEIA, PRESENT STRIKE  
SITUATION AND INCIDENTS OCCURRING IN CONNECTION WITH IT.

BURKE

END AND ACK IO PLS

WA 10-57 PM OK FBI WA MES

NY OK FBI NY PHH

C OK FBI CG RP [REDACTED] b7C

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DIRECTOR AND SAC-S CHICAGO AND DENVER .... U R G E N T .....

CRASH UNITED AIRLINES DC DASH SIX FLIGHT SIX TWO  
NINE LONGMONT, COLORADO, NOVEMBER ON, FIFTYFIVE DASH SABOTAGE.  
REDNTEL NOVEMBER EIGHT, FIFTYFIVE. [REDACTED]

[REDACTED] UNITED AIRLINES, EIGHT ZERO EAST FOUR TWO STREET, ON  
NOVEMBER TEN, FIFTYFIVE, MADE AVAILABLE CANCELLATION LIST OR NO SHOWS  
FOR INSTANT FLIGHT. AMONG THOSE LISTED WERE THE FOLLOWING. NUMBER  
TWO, [REDACTED] BOOKED INSTANT FLIGHT TO CHICAGO, LISTED CONTACT  
HENDERSON, N.J., TELEPHONE NUMBER [REDACTED] EXTENTION

[REDACTED] CANCELLED NOVEMBER ONE, FIFTYFIVE. NUMBER FOUR AND FIVE,  
ADDISON PARTY OF TWO. RESERVATIONS MADE BY DES MOINES, IOWA AND  
CANCELLED BY WASHINGTON OCTOBER THIRTYONE, FIFTYFIVE. BOOKED INSTANT  
FLIGHT TO CHICAGO, THREE ONE ONE DASH ONE CHICAGO TO DES MOINES ARRIVING  
NY VIA AMERICAN AIRLINES FLIGHT THREE FOUR ZERO DASH THREE ZERO  
OCTOBER FROM CHICAGO. NUMBER SIX [REDACTED] RESERVATIONS MADE BY  
LOS ANGELES OCTOBER TWENTY, FIFTYFIVE. BOOKED INSTANT FLIGHT TO DENVER,  
ARRIVING AMERICAN AIRLINES FLIGHT TWO OCTOBER TWENTYFOUR, FROM LOS  
ANGELES. NUMBER EIGHT [REDACTED] INSTANT FLIGHT TO CHICAGO FLIGHT, SIX  
ZERO SEVEN DASH ONE CHICAGO TO OMAHA, THREE TWO NINE DASH ONE  
END PAGE ONE.....

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
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NOV 16 1955



PAGE TWO...

OMAHA TO LINCOLN. PASSENGER ORIGINATED IN LINCOLN, NEBRASKA, ON FLIGHT THREE ZERO ZERO OCTOBER TWENTYSIX, AND HOLDING RESERVATIONS ON FLIGHT SIX TWO EIGHT OCTOBER TWENTYSIX CHICAGO TO NEW YORK. RESERVATIONS WERE MADE BY LINCOLN AND CANCELLED BY LINCOLN OCTOBER TWENTYFOUR, FIFTYFIVE. NUMBER NINE, DUMAIS, BOOKED INSTANT FLIGHT TO CHICAGO, SIX ONE FOUR DASH FIVE CHICAGO TO BOSTON, NORTH EAST FLIGHT ONE NINE SIX DASH FIVE, BOSTON TO PORTLAND, MAINE. RESERVATIONS MADE BY BOSTON, WAS ARRIVING IN NY ON NORTH EAST AIRLINES FLIGHT ONE FIVE THREE NOVEMBER ONE. RESERVATION WAS CANCELLED BY NORTH EAST IN AUBURN DASH LEWISTON, MAINE ON OCTOBER THIRTYONE OR NOVEMBER ONE. NUMBER TEN AND ELEVEN, FRANKEL PARTY OF TWO BOOKED INSTANT FLIGHT TO CHICAGO, ARRIVING NY FLIGHT SIX THREE EIGHT DASH TWENTYFOUR FROM CHICAGO, ORIGINATED IN OMAHA ON FLIGHT SIX TWO TWO DASH TWENTYFOUR. RESERVATIONS MADE BY OMAHA AND CANCELLED BY OMAHA OCTOBER TWENTYTWO. NUMBER FOURTEEN, [ ] BOOKED INSTANT FLIGHT TO CHICAGO. RESERVATIONS MADE BY MOLINE DEPARTING MOLINE FLIGHT THREE TWO SIX OCTOBER TWENTYSEVEN TO CHICAGO. PASSENGER ARRIVING NY FLIGHT SIX FOUR SIX OCTOBER TWENTYSEVEN FROM CHICAGO. THIS WAS ORIGINALLY BOOKED AS A PARTY OF TWO. ON OCTOBER TWENTYSIX ONE [ ] WAS CANCELLED BY [ ]. OTHER [ ] RETURN INSTANT FLIGHT TO

END PAGE TWO.....

b7C

PAGE THREE....

CHICAGO. NUMBER SIXTEEN [REDACTED] BOOKED INSTANT FLIGHT TO  
DENVER. RESIDENCE CONTACT GREENWICH, CONN., TELEPHONE [REDACTED]

[REDACTED] RESERVATION WAS CANCELLED OCTOBER THIRTY. NUMBER  
SEVENTEEN MORIN, BOOKED INSTANT FLIGHT TO CHICAGO, FLIGHT SEVEN  
ONE ONE DASH ONE CHICAGO TO LOS ANGELES. PASSENGERS ARRIVING IN NY  
ON NORTH EAST FLIGHT ONE ZERO ONE DASH ONE ORIGINATED IN AUBURN  
DASH LEWISTON, MAINE. RESERVATIONS WERE MADE BY NORTH EAST AIRLINES  
IN LEWISTON AND CANCELLED NOVEMBER ONE, SOURCE UNKNOWN. NUMBER  
EIGHTEEN, POCOCK, BOOKED INSTANT FLIGHT TO CHICAGO. ORIGINATED IN  
CHICAGO ON NORTH WEST AIRLINES FLIGHT <sup>TWC</sup> ~~TOW~~, OCTOBER TWENTYONE,  
DATE AND SOURCE OF CANCELLATION UNKNOWN. NUMBER NINETEEN, POULEN,  
BOOKED INSTANT FLIGHT TO CHICAGO, BRANIFF FLIGHT THREE NINE THREE DASH  
ONE TO KANSAS CITY, BRANIFF FLIGHT THREE NINE SEVEN DASH ONE KANSAS  
CITY TO OKLAHOMA CITY. PASSENGER WAS ARRIVING IN NY ON COLONIAL  
AIRLINES FLIGHT ONE DASH ONE FROM BURLINGTON, VT. RESERVATION WAS  
CANCELLED NOVEMBER ONE BY COLONIAL AIRLINES IN BURLINGTON, VT.  
NUMBER TWENTY, [REDACTED] BOOKED INSTANT FLIGHT TO CHICAGO.  
ORIGINATED IN MUSKEGON ON CAPITAL AIRLINES FLIGHT FOUR ONE FIVE  
DASH TWO EIGHT OCTOBER. ARRIVING IN NY ON NORTH EAST FLIGHT ONE ZERO  
ONE DASH ONE FROM PORTLAND, MAINE. RESERVATION WAS MADE BY CAPITAL  
END PAGE THREE....

b7C

CORR... SEVENTH WORD LINE 10 SHUD BE "TWO"

PAGE FOUR.....

AIRLINES AT MUSKEGON AND CANCELLED THERE ON OCTOBER TWENTYFOUR.  
NUMBER TWENTYONE AND TWENTYTWO, VILSACK PARTY OF TWO BOOKED INSTANT  
FLIGHT TO CHICAGO, FLIGHT SEVEN TWO THREE DASH ONE TWO CHICAGO TO  
SAN GRANCISCO. RESERVATIONS WERE BOOKED BY CHICAGO AND CANCELLED  
BY CHICAGO OCTOBER THIRTYONE OR NOVEMBER ONE. NUMBER TWENTYTHREE AND  
TWENTYFOUR, [REDACTED] BOOKED INSTANT FLIGHT TO DENVER.  
RESIDENCE CONTACT HOTEL WARWICK, ROOM [REDACTED] NYC.  
b7C RESERVATIONS CANCELLED OCTOBER THIRTYONE. INQUIRY AT HOTEL WARWICK  
INDICATES [REDACTED] BANK OF  
PUEBLO, COLORADO, DEPARTED NYC ON NOVEMBER ONE, FIFTYFIVE. OFFICES  
INTERVIEW CANCELLATIONS AS INDICATED. OMAHA FOUR, FIVE, EIGHT, TEN,  
ELEVEN. NEWARK TWO, LOS ANGELES SIX. BOSTON NINE, SEVENTEEN.  
SPRINGFIELD FOURTEEN. NEW HAVEN SIXTEEN. CHICAGO EIGHTEEN,  
TWENTYONE, TWENTYTWO. ALBANY NINETEEN. DETROIT TWENTY. DENVER  
TWENTYTHREE AND TWENTYFOUR. INTERVIEW RE OCCUPATION, REASON FOR  
CANCELLATION WITH PARTICULAR VIEW TO DEVELOPMENT OF ANY SUSPICIOUS  
CIRCUMSTANCES OR POSSIBLE MOTIVES FOR SABOTAGE. DENVER ORIGIN.

KELLY

NEWARK, BOSTON, ALBANY, NEW HAVEN, OMAHA, LOS ANGELES, DETROIT,  
AND SPRINGFIELD ADVISED

[REDACTED]

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

URGENT

FBI NYC

11-12-55

2-45 AM EST

DIRECTOR AND SAC-S SAN FRANCISCO, DENVER AND LOS ANGELES  
UNSUB, EXPLOSION OR CRASH OF UAL PLANE, 11/3/55 SABOTAGE  
CRUAL, POSSIBLE SABOTAGE. RE DENVER TEL ELEVEN EIGHT LAST. UAL

OFFICIALS, NYC, STATE THAT [REDACTED] UAL MECHANIC, WHO PERFORMED  
WORK ON FLIGHT SIX TWO NINE ON ELEVEN ONE LAST, IS PRESENTLY ON  
VACATION AND HIS ADDRESS IN EITHER SF, OR LA WOULD BE KNOWN TO THE  
UAL DISTRICT PASSENGER MANAGER. SF AND LA REQUESTED TO CONTACT  
UAL DISTRICT PASSENGER MANAGERS AND DETERMINE PRESENT RESIDENCE OF  
[REDACTED] WHO IS TRAVELLING ON UAL EMPLOYEE PASS. HIS HOME ADDRESS  
IS [REDACTED] HE SHOULD  
BE QUESTIONED CONCERNING DATE HE BECAME EMPLOYED WITH UAL, HIS  
PRESENT POSITION, THE SHIFT HE WORKED ON ELEVEN ONE, SPECIFICALLY  
ANY WORK HE DID ON FLIGHT SIX TWO NINE, WHETHER HE OBSERVED ANY  
UNAUTHORIZED PERSON AROUND AIRCRAFT, AND WHETHER HE RECALLS ANY  
INFORMATION PERTINENT TO INSTANT INVESTIGATION. SUBMIT RESULTS  
IN REPORT FORM. DENVER ORIGIN.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290auc/BCE/mrt/la

KELLY

59 NOV 15 1955  
END AND ACK IN ORDER

RECORDED - 25

WA- 247 AM OK FBI WA ELR

SF- OK FBI SF RLG

DN- OK FBI DN RKK

LA- OK FBI LA JBA

TU DSC

Mr. Belmont

98-43025-  
18 NOV 15 1955

b7C

11-12-55

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

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DATE 2/13/04 BY 60390/ML/STP/STP

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

FBI NYC

11-12-55

5-45 AM EST

JFM

DIRECTOR AND SAC-S CHICAGO AND DENVER

U R G E N T

UNSUB EXPLOSION OR CRASH OF UAL PLANE 11-3-55 SAC TO  
CRUAL, POSSIBLE SABOTAGE. THIRTY EMPLOYEES OF UAL ASSOCIATED WITH

FLIGHT SIX TWO NINE ON ELEVEN ONE LAST TOGETHER WITH THE CAPTAIN,  
FIRST OFFICER AND FLIGHT ENGINEER NEW YORK TO CHICAGO RUN.

INTERVIEWED ELEVEN ELEVEN FIFTY FIVE AT UAL, LA GUARDIA AIRPORT, NYC.  
INTERVIEWS OF THIRTY MAINTANCE AND GROUND PERSONNEL PRODUCED  
NOTHING PERTINENT TO INSTANT INVESTIGATION.

UAL FLIGHT SIX TWO NINE NY TO CHICAGO ELEVEN ONE LAST ADVISED  
THAT PRE FLIGHT CHECK OF AIR CRAFT AT LA GUARDIA FIELD, NYC, WAS  
NORMAL. FLIGHT TOOK OFF AT TWELVE ELEVEN PM EST, IN ROUTINE  
FLIGHT TO CHICAGO LANDED AT THREE TWENTY FIVE PM EST. OIL LEAK  
DISCOVERED IN NUMBER TWO ENGINE OVER PATERSON, N.J. LEAKED  
BELIEVED CAUSED BY LOOSE OIL FILLER CAP WHICH WAS VERIFIED IN  
CHICAGO. VISITED IN CABIN AND HELD ROUTINE DISCUSSION  
WITH THE PASSENGERS DURING FLIGHT. LANDED PLANE IN  
CHICAGO. INSTANT FLIGHT,  
STATED HE MADE THE TAKEOFF AT NYC AND FLIGHT WAS ROUTINE, OTHER  
THAN OIL LEAK REFERRED TO ABOVE.

INSTANT FLIGHT, SAID AS PART OF HIS PRE-FLIGHT CHECK HE INSPECTED  
CARGO PIT FOUR AND OBSERVED NOTHING UNUSUAL. SAID THE  
FLIGHT TO CHICAGO WAS ROUTINE EXCEPT FOR THE OIL LEAK IN ENGINE

Mr. Belmont

END PAGE ONE

PAE TWO

NUMBER TWO. [ ] AND [ ] BOTH STATED THEY MADE PRE FLIGHT CHECK ON INSTANT FLIGHT TOGETHER AND FOUND SEVERAL ELECTRICAL CIRCUIT BREAKERS OPEN. HILL EXPLAINED THAT IN HIS OPINION THESE CIRCUIT BREAKERS HAD BEEN OPENED BY UAL MECHANICS AS HARRASSMENT TO FLIGHT PERSONNEL. THIS SITUATION REMEDIED IN PRE FLIGHT CHECK. HOWEVER IT RESULTS IN ADDITIONAL WORK AND ANNOYANCE TO FLIGHT PERSONNEL. HILL SAID HARRASSMENT HAS BEEN PREVELANT THROUGHOUT UAL OPERATION OF ENGINEERS STRIKE BECAUSE MECHANICS IN SYMPATHY WITH STRIKE. [ ] AND [ ] SAID RUMORS AMONG UAL FLIGHT PERSONNEL TO EFFECT THAT ANONYMOUS TELEPHONE CALLS HAVE BEEN MADE TO PILOTS AND THEIR WIVES WARNING THEM NOT TO FLY DURING STRIKE. [ ] SAID [ ] UAL [ ] CHICAGO, TOLD HIM THAT HE EITHER KNEW OF, OR HEARD OF, A CALL THREATENING THE LIFE OF A UAL PILOT. [ ] AND [ ] DEPLANED AT CHICAGO AND RETURNED NYC ON OTHER FLIGHTS. CHICAGO INTERVIEW BY RE THREATENING CALL. //

KELLY

ca [ ] b7C

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

0-9

To: COMMUNICATIONS SECTION.

November 14, 1955

Transmit the following message SAC, DENVER

URGENT

JACK GILBERT GRAHAM, SABOTAGE. REUR REQUEST. COAST GUARD  
RECORDS REFLECT ONE JACK GILBERT GRAHAM, BORN JANUARY TWENTY  
THREE THIRTY, DENVER, COLORADO, SERIAL NUMBER TWO SEVEN  
ONE SEVEN SEVEN, ENLISTED APRIL FOURTEEN FORTY EIGHT, SEATTLE,  
WASHINGTON. ISSUED GENERAL DISCHARGE UNDER HONORABLE CONDITIONS  
FOR UNSUITABILITY ON JANUARY TWENTY SIX FORTY NINE, NEW YORK CITY.  
MOTHER, DAISIE KING, RESIDED TOPONAS, COLORADO, APRIL FORTY EIGHT.  
ADDITIONAL INFORMATION INCLUDING MEDICAL SURVEY REPORT DATED  
DECEMBER FIFTEEN FORTY EIGHT WITH DIAGNOSIS, NO DISEASE,  
TEMPERAMENTALLY UNSUITED FOR SERVICE, FOLLOWS BY AIRTEL.

HOOVER

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60290 Amc/ACE/HLS/VA

1 - [ ] Room 1706 Bureau (Sent Direct)

Above lead covered at oral request of [ ]

NHR:sal

Tolson (5) \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

COPIES DESTROYED

284 MAR 1 1961

RECORDED - 25

INITIALED

DIRECTOR'S OFFICE NOV 15 1955

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

TELETYPE

SENT VIA

Per



Cruaisat

MEMORANDUM FOR MR. TOLSON

MR. ROSEN

MR. NICHOLS

I told the Attorney General that the subject will be arraigned this morning before the Commissioner on a charge of sabotage of a National Defense instrument, namely, an airplane, and the United States Attorney will probably turn him over to the state authorities on charges of murder as there were forty or more people on the plane who were killed in the crash. The Attorney General expressed his appreciation for the work done on this case and asked that his congratulations be extended to the Agents who worked on the case.

16 NOV 15 1955

**John Edgar Hoover**  
**Director**

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

cc-Mr. Holloman  
JER:EN

**RECORDED-99**

SENT FROM D. O.

TIME 2:20PM

DATE 11-14-55

RECEIVED

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

DATE: November 7, 1955

FROM : MR. A. H. BELMONT

SUBJECT: CRASH - UNITED AIR LINES DC-6  
FLIGHT 629 - LONGMONT, COLORADO  
NOVEMBER 1, 1955

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

Crash 1526

At 5:50 p.m. SAC Burke called from Denver to advise that [redacted] Division of the Civil Aeronautics Board at Washington, D. C. and [redacted] at Kansas City, had just left his office following a discussion of the recent United Air Lines crash near Denver. These gentlemen advised that they have about concluded their check into this matter and have concluded that the crash was caused by a terrific explosion in the baggage compartment of the plane. They have concluded that the explosion did not result from a part of the plane itself or something that would normally be in the plane and that the plane did not malfunction. SAC Burke advised that these men officially requested that the Bureau enter the investigation to determine whether the crash was caused by sabotage.

SAC Burke was sending in a teletype with his recommendation as to whether the Bureau should enter the investigation. He advised [redacted] and [redacted] that their request would be furnished to headquarters of the Bureau.

ACTION:

We are carefully examining the information to date and will examine the Denver teletype upon receipt after which a recommendation will be submitted as to whether we should conduct investigation in this case.

cc - Mr. Boardman  
Mr. Belmont  
Mr. Baumgardner

AHB:jdd  
(4)

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HEREIN IS UNCLASSIFIED  
DATE 2/13/04 BY 60220 [redacted]

59 NOV 17 1955

RECORDED - 14  
121 - X3

17 NOV 15 1955

98-43035-4  
17 NOV 15 1955  
184  
17 NOV 15 1955

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

ALL INFORMATION CONTAINED

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DATE 2/13/04 BY 60290 auc/8667/mr/lt

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_  
BAUMGARDNER

FBI, OMAHA 11-12-55 7-13 PM CST RHDJ

DIRECTOR, FBI AND SAC DENVER .. URGENT ..

CRUALSAB. RE NYC TELS NOV. TWELVE INSTANT. [REDACTED] SA ON DUTY

UAL, LINCOLN, STATED HIS RECORDS SHOW RESERVATIONS FOR [REDACTED] b7C  
FLIGHT SIX TWO NINE NYC TO CG FLIGHT SIX NAUGHT SEVEN CG TO OM AND  
THREE TWO NINE OM TO LINCOLN, NEBR. WERE ORIGINALLY MADE FOR NOV.  
ONE FIFTYFIVE, BUT WERE CANCELLED AND RECORDS INDICATE [REDACTED] RETURNED  
VIA FLIGHT SIX FOUR ONE NYC TO OM ON OCT. THIRTYONE LAST., WITH NO  
TRAVEL BY PLANE SHOWN FROM OM TO LINCOLN. HE STATED RESERVATIONS AND  
CANCELLATIONS MADE THRU LINCOLN TOUR AND TRAVEL AGENCY. [REDACTED]  
ELEVEN FORTYFIVE N. FORTYFOURTH ST., LINCOLN, DIRECTOR OF BUREAU OF  
INSTRUCTIONAL RESEARCH, U OF NEBR., STATED EARLY OCT. PLANS CALLED  
FOR RETURN TO LINCOLN FROM NYC ON NOV. ONE FIFTYFIVE. THAT PRIOR TO  
DEPARTURE FROM LINCOLN, IT WAS DETERMINED HIS RETURN WOULD BE MADE  
ON OCT. THIRTYONE LAST. THAT UPON ARRIVAL AT AIRPORT NYC ABOUT TWO-  
THIRTY PM, OCT. THIRTYONE LAST, HE WAS INFORMED FLIGHT SIX FOUR ONE  
NYC TO CG WAS CANCELLED, BUT WOULD BE OPERATIVE CG TO OM. HE WAS  
THEN PLACED ON FLIGHT SIX NAUGHT THREE LEAVING NYC ABOUT FOUR-THIRTY  
PM. HE ARRIVED AHEAD OF SCHEDULE MAKING IT POSSIBLE FOR HIM TO SECURE  
PASSAGE FLIGHT THREE NAUGHT ONE FROM CG THRU TO LINCOLN. LEAVING CG  
ABOUT SEVEN PM, ARRIVE LINCOLN ABOUT TEN TWENTY PM OCT. THIRTYONE  
LAST. HE MAKES THIS TRIP TO NYC ANNUALLY. 98-43035 -

RECORDED - 14 THORNTON

EX. 143 15 NOV 15 1955

END ACK IN ODR PLS

WA 8-19 PM OK FBI WA MES

DN OK FBI DN WWW Mr. Belmont

CC: MR. B [REDACTED]  
AND [REDACTED]  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

TELETYPE

WASH 4 FROM NEW YORK 14 3-12 PM

DIRECTOR URGENT

ALL INFORMATION CONTAINED  
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DATE 2/12/04 BY 60390mc/BCE/MLT/UTA

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_  
BAUMGARTNER

CRUALSAB. INQUIRY ASSOCIATED AVIATION UNDERWRITERS, NYC, REFLECTS  
FIVE INSURANCE MACHINES OPERATED AT DENVER, NAMELY, NOS. FORT  
FORTYTHREE, ONE EIGHT SIX, TWO NINE THREE, AND TWO NINE EIGHT  
POLICIES AVAILABLE AT NY REVIEWED AND REFLECT ALL POLICIES ISSUED  
BY MACHINES FORTYTWO, FORTYTHREE AND TWO NINE EIGHT UP TO MIDNIGHT  
OF NOV ONE LAST AT NY, AND FAIL TO REFLECT POLICY OF DAISY KING.  
LAST AVAILABLE POLICY ISSUED BY MACHINE NO. TWO NINE THREE ISSUED  
SIX TWENTYONE, PM, NOV ONE, POLICY NO. FIVE NAUGHT THREE FIVE SEVEN  
NAUGHT. AVAILABLE POLICIES OF MACHINE ONE EIGHT SIX REFLECT LAST OF  
ONE GROUP ISSUED FIVE FORTYEIGHT PM, NOV ONE, AND ADDITIONAL GROUP  
FROM THIS MACHINE SHOWS THREE POLICIES ISSUED BETWEEN TWELVE FIFTY  
AM AND TWELVE TWENTYSEVEN PM, NOV SECOND. POSSIBILITY EXISTS THAT  
POLICIES ISSUED BY ONE EIGHT SIX BETWEEN FIVE FORTYEIGHT PM, NOV ONE  
AND TWELVE FIFTY AM, NOV SECOND STILL AT DENVER. IN ADDITION,  
POLICIES ISSUED BY TWO NINE THREE SINCE SIX TWENTYONE PM, NOV ONE  
SHOULD BE AT DENVER. ASSOCIATED REPRESENTATIVE AT DENVER IS

b7C

[REDACTED], CONTINENTAL AIRLINES, STAPLE-  
TON AIR FIELD. ASSOCIATED AT NYC ALERTED IN EVENT POLICIES ENROUTE  
TO NYC. NYO WILL BE NOTIFIED WHEN THEY ARRIVE.

b7C

NOV 16 1955  
DENVER ADVISED

EX - 113  
RECORDED - 14

98-43035-  
KELLY  
15 NOV 15 1955

END Mr. Belmont

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVIS

NY R 4 WA WS

b7C

**TELETYPE**

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

# BASIC PRINCIPLES

b7C

Mr. Belmont

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b7C

**NM**

EX. - 113

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17 NOV 15 1955

59 NOV 16 1955

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OK

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 9 1955

G. I. R. -7

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont ✓  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

WASHINGTON 15 FROM PHILADELPHIA 11-9-55 8-46 P JFG

DIRECTOR URGENT

CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT, COLO.,  
NOVEMBER NINETEEN FIFTYFIVE, SABOTAGE. OO DENVER. RETEL BEING FORWARDED  
TO CE AND SV FROM DENVER BY AIR MAIL. RE DENVER TEL NOV NINE INSTANT.

WAS VICTIM OF INSTANT CRASH. HIS

RESIDES

RESIDES

INTERVIEW

PURSUANT TO INSTRUCTIONS

IN RETELM HANDLE AS SPECIAL. BUDED NOVEMBER TWENTY TWO NEXT.

MC CABE

DENVER ADVISED BY MAIL

CE AND SV ADVISED..

59 NOV 16 1955

RECORDED-9  
EX-118

2 NOV 15 1955

WA PH R 15 WA BLW

Mr. Belmont

MR. BELMONT  
AND  
DOM. INTEL. DIVISION

FDSC

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
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DATE 2/12/04 BY 60390 AUC/BCE/MCT/ma

NOV 9 1955

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Ladd  
Mr. Clegg  
Mr. Glavin  
Mr. Harbo  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

b7C

WASH8 FROM NY 09  
DIRECTOR URGENT

7-00 PM

*cruals ab*

CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO, NOV ONE FIFTY FIVE, SABOTAGE. SA [REDACTED] HAS ADVISED THAT HIS [REDACTED] DASH IN DASH LAW, JAMES W. PURVIS, HUSBAND OF HIS [REDACTED], WAS A PASSENGER ON CAPTIONED FLIGHT. JAMES W. PURVIS, OWNER OF CONSTRUCTION ENGINEERS AND CONTRACTORS, EIGHT ZERO ONE PORTOFTACOMA ROAD TACOMA, WASHINGTON, AGE APPROXIMATELY THIRTY EIGHT, RESIDES FIVE SIX THREE SEVEN SOUTH PACIFIC AVENUE, TACOMA, WASHINGTON. JAMES W. PURVIS, PRESIDENT, TACOMA CHAPTER ASSOCIATED GENERAL CONTRACTORS, AND RETURNING TO TACOMA NOV ONE FIFTY FIVE FROM CONVENTION OF ASSOCIATED GENERAL CONTRACTORS AT DENVER, COLO. HE WAS ACCOMPANIED BY CLARENCE TODD OF TACOMA, WASHINGTON. JAMES W. PURVIS SURVIVED BY WIFE, BOY ABOUT AGE ELEVEN AND GIRL, AGE NINE. SA [REDACTED] NOT PERSONALLY ACQUAINTED

b7C

b7C

ABOVE FURNISHED FOR INFO.

Mr. Belmont

Mr. Mohr

HOLD

KELLY

18 NOV 15 1955

EX-125

*14 - No ltr of sympathy being written to SA [REDACTED] it is noted death occurred 11. Had we known sooner, ltr might have been written even tho not usual in cases when relationship this remote. US Clark.*

7 NOV 18 1955

3  
*Ru*



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

TELETYPE

FBI, LOS ANGELES

11-10-55

10-41 PM

38339 WDR

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Nease \_\_\_\_\_  
Mr. Gandy \_\_\_\_\_

DIRECTOR, FBI AND SAC, DENVER

U R G E N T

ccualsab

CRASH, UNITED AIRLINES DC SIX, FLIGHT SIX TWO NINE, LONGMONT, COLO.  
NOV. ONE LAST. SABOTAGE. REBUTEL NOV. NINE LAST.

ON NOV. TEN LAST STATED ON RECONSIDERATION HE FELT NO ONE UAL EMPLOYEE  
COULD BE INVOLVED IN INSTANT CRASH AND THE TWO INCIDENTS DESCRIBED  
BY HIM AS THESE SEVERAL AIRCRAFTS WOULD NOT BE AT AIRPORTS ON SAME  
WORK SHIFT. HE STATED HE HAD NO KNOWLEDGE WHATEVER OF DELIBERATE  
DAMAGE AND HIS RELATING THESE INCIDENTS IS ONLY CONJECTURE.

UAL, LA, ADVISED FLIGHT SIX THREE  
EIGHT DEPARTED LA OCT. TWELVE LAST AT ZERO ONE HUNDRED FOR CHICAGO  
VIA LAS VEGAS, DENVER AND OMAHA. UAL,  
CG, ADVISED BY PHONE THAT AS SIX THREE EIGHT ARRIVED OVER CG,  
WARNING LIGHT INDICATED GEAR NOT LOCKED DOWN. COMMUNICATION TO GROUND  
ROUTED FLIGHT FROM MIDWAY TO O-HARE FIELD WHERE PLANE

LANDED WITHOUT INCIDENT. INSPECTION FOUND  
BRACKET HOLDING SPRING CABLE ASSEMBLY IN NOSE WHEEL WAS BROKEN WHICH  
IN TURN DAMAGED RETRACTING STRUT AND HYDRAULIC LINE. FLIGHT SIX ONE  
ONE ARRIVED LA ZERO THREE ONE ZERO OCT. FOURTEEN LAST. PILOT NOTED IN  
LOG QUOTE RIGHT MAIN GEAR FALLS OUT WHEN GEAR HANDLE IS IN NEUTRAL  
UNQUOTE. INSPECTION REVEALED UPLATCH ASSEMBLY AND MAIN GEAR DOOR  
OPERATING MECHANISM DAMAGED.

STATED  
NOTHING UNUSUAL IN BRACKET BREAKING AND NO SUSPICIOUS CIRCUMSTANCES  
NOTED BY REPAIRMEN. HE ADVISED RE SIX ONE ONE THAT UPLATCH HOLDS GEAR  
UP WHEN HYDRAULIC PRESSURE REMOVED. IF CATCH FAILED, GEAR WOULD DROP  
PART WAY AND DAMAGE DOOR MECHANISM.

SIX ONE ONE, STATED UPLATCH SHEAR BOLT WAS BROKEN

END PAGE

RECORDED - 86

EX-125

NOV 17 1955

38340

PAGE TWO

GEAR ON DOOR RODS BREAKING ONE. CAUSE OF BREAK NOT KNOWN BUT NOT UNDER SUSPICIOUS CIRCUMSTANCES. SHEAR BOLT IS DESIGNED TO BREAK IF CATCH FAILS AND SUBSEQUENT DAMAGE IS CAUSED BY NORMAL OPERATION OF GEAR UNDER THIS SITUATION. UPLATCH WAS SENT TO UAL MAINTENANCE BASE, SF, AS CUSTOMARY PROCEDURE. [REDACTED] AND [REDACTED] FEEL BOTH THESE INCIDENTS USUAL HAZARDS. LEADS TO CG AND SF BEING LEFT TO DISCRETION OF OO. RUC.

MALONE

END AND ACK PLS IN ORDER

WA150 AM OK FBI WA ELR

DN OK FBI DN WWW

TU DI

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 19 1955

TELETYPE

*WJH*  
*abm*

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Harbo	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

*pe*  
Crualsab

*Bauer*  
*W. H. H. H. H.*

WA 6 NK 2 FROM PH 11/10/55 3 XX 4.33 PM MCI

DIRECTOR, FBI AND SAC URGENT

CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT,  
COLO., NOV. ONE, FIFTYFIVE. SABOTAGE. OO D, REDNTEL TO BU NOV.  
NINE, FIFTYFIVE.

BORN

LEXINGTON

COUNTY, S. C., WAS VICTIM INSTANT CRASH. HOBGOOD HAS INSURANCE  
POLICY WITH PRUDENTIAL INSURANCE CO., NK, NJ. NK CHECK INSURANCE  
RECORDS PURSUANT TO INSTRUCTIONS IN RETEL. BUDED NOV. TWENTY TWO,  
FIFTYFIVE.

b7C

MC CABE

CORR LINE 2 WD 7 SHD BE "DN."

END ACK PLS

WA

PH R 6 WA LO

NK

COPIES DESTROYED  
284 MAR 1 1961

PH R 2 NK JPS

DSC

Mr. Belmont

MR. BELMONT  
AND  
DOM. INTEL. DIVISION

59 NOV 17 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 auc/13CE/NLT/ltz

RECORDED - 86

98-43035-  
NOV 17 1955

EX-125

b7C

*INT. SEC.*

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT

DATE: November 10,  
1955

FROM : F. J. BAUMGARDNER

SUBJECT: CRUAL - SABOTAGE

**ALL INFORMATION CONTAINED**

HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60290 HCL/BCE/MLT/lt

**Tolson** \_\_\_\_\_  
**Boardman** \_\_\_\_\_  
**Nichols** \_\_\_\_\_  
**Belmont** \_\_\_\_\_  
**Harbo** \_\_\_\_\_  
**Mohr** \_\_\_\_\_  
**Parsons** \_\_\_\_\_  
**Rosen** \_\_\_\_\_  
**Tamm** \_\_\_\_\_  
**Sizoo** \_\_\_\_\_  
**Lowd** \_\_\_\_\_  
**Room** \_\_\_\_\_  
**ian** \_\_\_\_\_  
**ndy** \_\_\_\_\_

The New York Office is handling a number of leads in connection with the crash of United Airlines plane, Flight 629, at Longmont, Colorado, on November 1, 1955.

On November 10, 1955, ASAC Simon of the New York Office called and stated he wanted Bureau authority to contact members of the families of the deceased passengers who were on the ill-fated plane. I told [redacted] that this is a simple criminal-type investigation and that a portion of the investigation will be directed toward determining whether the plane could have been blown up by someone who had a motive to do away with one of the passengers. I told him that generally it would be necessary to contact relatives and members of the families of the deceased passengers. I asked him whether he had any specific questions concerning interviews with any specific individuals. [redacted] stated he did not have any specific examples but just wanted to know generally whether it would be alright to contact members of the families of the deceased passengers. I told him that it would be alright to contact members of the families but told him that if any specific problem arose and New York had any doubt as to the propriety of contacting any specific individual, the matter should be cleared through the Bureau prior to the interview.

I pointed out to [ ] that the Bureau had already issued instructions that complete background investigations should be conducted with regard to each of the passengers in an attempt to establish a motive for homicide in connection with this matter. He said that New York had received the Bureau's instructions. b7

**ACTION:**

*This entire matter is being closely followed, and you will be kept advised of pertinent developments.*

cc - Mr. Belmont  
Mr. Baumgardner

FJB: rmd

JB:rmw  
(4) NOV 17 1955

RECORDED - 86

98-43035-77

16 NOV 1954

b7C

F B I

Date: November 10, 1955

Transmit the following message via AIRTEL

(Priority or Method of Mailing)

From SAC, DENVER (98-331)

To: DIRECTOR, FBI, &amp; SACs DALLAS &amp; SEATTLE b7C

CRUAL  
SABOTAGE

o crualsab

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

BAUMGARDNER

There was contained in the "Denver Post" for November 3, 1955, page two, an article captioned "Airline Probe Recalls 2 Midair Bomb Plots."

The first referred to the Quebec crash on September 9, 1949, which was caused by a time bomb placed aboard the plane by ALBERT GUAY, 32, a jeweler. The explosion, which blasted the plane to bits in the air, killed GUAY's wife and 22 others.

The second case referred to which allegedly was nipped by police in Dallas, Texas, before it could be carried out, was just a week after GUAY was hanged, in January, 1951. It involved a man named JACK TODD, 30, well-known Dallas police character, who was arrested as he boarded an American Air Lines DC-6 carrying an eight-inch stick of nitroglycerine.

Authorities said the jellied nitroglycerine was powerful enough to have blown the plane, carrying 48 passengers, to bits. The explosive was found in TODD's pocket and he was removed from the plane.

It is suggested that the Dallas Office review the facts of this case with the Dallas Police to ascertain if there could possibly be any connection between JACK TODD and this disaster. Also, it is pointed out, that there was one, CLARENCE W. TODD, passenger, on Flight 629, whose home address is 226 Del Monte Avenue, Tacoma, Washington. It is suggested that information supplied by the Dallas Office be furnished the Seattle Office who is investigating the background of CLARENCE W. TODD, the passenger on Flight 629.

RECORDED - 86

EX-125

BURKE

RKM/ms  
(8)2 CC: Dallas (AM)  
2 CC: Seattle (AM)

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISIONApproved: W. B. King  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

69 NOV 17 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/7/04 BY 60390 AUC BCF/MUT/LTZ

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 1 1955

TELETYPE

WA 2 NY 1 FROM NEWARK

11-11-55

9-36PM

*Crualsan*

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

DIRECTOR, FBI AND SACS NEW YORK AND SEATTLE  
UNSUB, EXPLOSION OR CRASH OF UAH PLANE 11/13/55. Sabotage  
RE DENVER AIRTEL NOVEMBER EIGHT AND NY TELETYPE NOV

URGENT

ELEVEN LAST.

WHO WAS ABOARD INSTANT FLIGHT FROM NEW YORK CITY TO

CHICAGO ADVISED NOVEMBER ELEVEN NINETEEN FIFTYFIVE THAT

LAST NAME BELIEVED TO BE TEXACO OIL CO. ,

SEATTLE, WASHINGTON DEPARTED FLIGHT AT CHICAGO TO VISIT RELATIVES

BEFORE REPORTING TO WORK NOVEMBER SEVEN NINETEEN FIFTYFIVE. WHILE

AT AIRPORT IN CHICAGO SHE OBTAINED RESERVATIONS AT CONRAD HILTON

HOTEL, CHICAGO. SHE IS DESCRIBED AS AGE

INCHES , WEARING

DARK BLUE SUIT, CARRYING HEAVY RED COAT OR JACKET. NEW YORK WILL

ATTEMPT TO VERIFY RESERVATION OF AS NAME NOT LISTED IN

REFERENCED TELETYPE. SEATTLE WILL ATTEMPT TO LOCATE AND INTERVIEW

RE DESTINATION AFTER LEAVING THIS FLIGHT, NUMBER AND CONTENT

OF LUGGAGE WITH EMPHASIS RE ANY LUGGAGE FORWARDED BEYOND STOPOVER

ON FLIGHT SIX TWO NINE WITH PARTICULAR VIEW TO DEVELOPMENT OF ANY

SUSPICIOUS CIRCUMSTANCES OBSERVED PRIOR OR ENROUTE OR POSSIBLE MOTIVES

FOR SABOTAGE. BUDED NOVEMBER TWENTYTWO NINETEEN FIFTYFIVE.

END

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60290/muc/bcl/mz/vhr

FOSTER

RECORDED - 86

EX-125

SEATTLE ADVISED

ACK PLS

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

WA NK R 2 WA MES

NY NK R1 NY RN

15 1955



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

38337

TELETYPE

FBI NYC

11/11/55

2-38 AM

CWF

DIRECTOR AND SAC-S CHICAGO AND DENVER

URGENT

b7C

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

CRASH UNITED AIRLINES, DC DASH SIX, FLIGHT SIX TWO NINE  
LONGMONT, COLO., NOV. ONE NINETEEN FIFTY FIVE, SABOTAGE. RE DENVER  
TEL ELVEN DASH EIGHT DASH FIFTY FIVE. TWENTY FIVE MECHANICS AND  
BAGGAGE HANDLERS INVOLVED IN HANDLING INSTANT AIRCRAFT INTERVIEWED AT  
UAL, LA GUARDIA FIELD, NYC, NOV. TEN LAST. EXCEPT AS POINTED OUT BELOW  
NO PERTIENT INFO DEVELOPED. APPROXIMATELY THIRTY TWO ADDITIONAL EM-  
PLOYES OF UAL INCLUDING NEW YORK FLIGHT PERSONNEL OF INSTANT AIRCRAFT  
WILL BE AVAILABLE AND INTERVIEWED AT NYC NOV. ELEVEN. CLEM CONATY  
CHIEF OF AIRCRAFT MAINTENANCE UAL ACCOMPANIED BY AGENTS INSPECTED  
SIMILAR DC-SIX IN UNITED HANGAR. DURING INSPECTION IT WAS NOTED THAT  
ON OUTSIDE PORTION OF AIRCRAFT JUST AFT OF PIT NUMBER FOUR IS A ONE FOOT  
SQUARE COVER THAT HOUSES VENT UTILIZED IN COOLING OR HEATING AIRCRAFT  
WHILE ON THE GROUND. WHEN COVER IS OPENED A VENT APPROXIMATELY TEN  
INCHES IN DIAMETER AND APPROXIMATELY THREE FEET LONG IS EXPOSED.  
POSSIBILITY EXISTS THAT THIS SPACE COULD BE UTILIZED FOR INSERTION  
OF BOMB OR OTHER EXPLOSIVE MATERIAL THAT WOULD FIT INTO SUCH A SPACE.  
DENVER IF NOT ALREADY DONE SHOULD INTERVIEW ANY PERSONELL THAT HAD ACCES-  
END PAGE ONE....

RECEIVED  
RECORDED - 86

97-43035-

1 NOV 15 1955

Mr. Belmont

*126*  
*major advised 11-11-55*  
*125*



PAGE TWO.....

38338

TO THIS PART OF THE PLANE OR USED ANY EQUIPMENT IN HEATING THIS AIRCRAFT THROUGH THIS VENT. IN VIEW OF THE PROXIMITY OF PIT NUMBER FOUR TO AIR COOLING -QUOTE HEATING UNQUOTE VENT FBI LABORATORY IF NOT ALREADY DONE IS REQUESTED TO EXPLORE POSSIBILITY OF ANY REACTION THE PASSAGE OF HEAT THROUGH THE VENT MIGHT HAVE ON CARGO STORED IN PIT RESULTING IN SUBSEQUENT EXPLOSION. THE LABORATORY IS FURTHER REQUESTED TO EXPLORE THE POSSIBILITIES OF FOREIGN SUBSTANCES BEING BLOWN INTO THE VENT BY GROUND HEATING EQUIPMENT IF SOME WAS USED IN LAY OVER IN DENVER WHICH MIGHT RESULT IN INSTANT EXPLOSION. [REDACTED]

[REDACTED] UAL, STATES THAT PIT NUMBER FOUR CONTAINED ONLY MATERIAL DESTINED FOR CHICAGO. ALL MATERIAL FOR DENVER AND BEYOND LOADED IN PIT NUMBER THREE. CHICAGO IN ACCORDANCE WITH DENVER TEL OR ELEVEN DASH EIGHT DASH FIFTY FIVE REQUESTED TO INTERVIEW ALL PERSONS AT UAL CHICAGO SERVICING AIRCRAFT ON STOP OVER IN CHICAGO TO DETERMINE THE IDENTITY OF EMPLOYEES WHO EXTRACTED ALL CARGOES FROM PIT NUMBER FOUR TO DETERMINE FROM THEM OR THROUGH APPROPRIATE RECORDS WHETHER ALL CARGO WAS REMOVED FROM PIT NUMBER FOUR. ALSO DETERMINE WHAT CARGO WAS PUT IN PIT NUMBER FOUR AT CHICAGO AND DESCRIPTIONS, NAMES OF CONSIGNERS AND CONSIGNEES AND VERIFICATION OF SHIPMENTS. ALSO DETERMINE IF ANY CARGO WAS SHIFTED FROM PIT NUMBER THREE TO PIT NUMBER FOUR AND DESCRIPTION OF SAME. LIST OF OUTGOING PASSENGERS AND AVAILABLE CARGO CONSIGNORS FROM NYC ON INSTANT FLIGHT OBTAINED. INVESTIGATION TO IDENTIFY AND INTERVIEW SAME CONTINUING. DENVER ORIGIN.

KELLY

END ACK IN ORDER PLS

WAS-51

WAS-51

OF FBI IN DEN

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 AUC/BLS/STW/STW

NOV 11 1955

TELETYPE

FBI KANSAS CITY

11-11-55

4-11 PM

DIRECTOR AND SACS DENVER, SEATTLE AND ST. LOUIS

U R G E N T

UNSUB EXPLOSION ON CRASH OF UAL PLANE 11/3/55 Sabotage  
CRUEL. RE DENVER TELETYPE TO DIRECTOR ELEVEN NINE FIFTYFIVE

[REDACTED] SIX THREE FIVE S. MINNESOTA, WICHITA, KANSAS,

[REDACTED] OF PASSENGER THOMAS L. CROUCH, ADVISES [REDACTED] RECEIVED

UNDESIRABLE DISCHARGE FROM ARMY SIX NINE FIFTYFIVE, REASON  
UNKNOWN, REMAINING IN SEATTLE TO WORK UNTIL RETURN TO WICHITA  
SEVEN NINE FIFTYFIVE. WORKED IN SEATTLE FOR MAN, NAME BELIEVED  
TO BE [REDACTED] WHO VISITED WICHITA LATTER PART OF SEPTEMBER

FOR ABOUT FOUR DAYS, ENTERTAINING AND PRESENTING GIFTS TO [REDACTED]

AND [REDACTED]

AND [REDACTED]

OF

PASSENGER. [REDACTED] LATER ARRANGED PASSAGE OR SENT MONEY TO  
PASSENGER FOR RETURN TO SEATTLE. PASSENGER [REDACTED] WHILE AT HOME,  
AND HIS FREQUENT ABSENCES FROM HOME CAUSED [REDACTED] TO FILE SUIT FOR  
DIVORCE TEN EIGHT FIFTYFIVE. [REDACTED] STATED PASSENGER AND SHE ONCE  
SEPARATED BECAUSE OF PASSENGER-S INVOLVEMENT WITH MAN SHE SUS-  
PECTED OF BEING [REDACTED]. [REDACTED] ALSO SUSPECTS THAT POSSIBLE

[REDACTED] RELATIONSHIP EXISTED BETWEEN PASSENGER AND [REDACTED]

STATING SHE DID NOT BELIEVE HER HUSBAND TO BE [REDACTED] BUT  
THOUGHT HE COULD POSSIBLY HAVE BECOME INVOLVED THROUGH DESIRE  
FOR MONEY. [REDACTED] ADVISES PASSENGER LEFT WICHITA, SATURDAY,  
OCTOBER TWENTYNINE LAST, VIA AIRLINES ENROUTE FOR SEATTLE, BUT

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Clegg  
Mr. Glavin  
Mr. Ladd  
Mr. Nichols  
Mr. Rosen  
Mr. Tracy  
Mr. Egan  
Mr. Gurnea  
Mr. Harbo  
Mr. Hendon  
Mr. Pennington  
Mr. Quinn  
Mr. Nease  
Tele. Room  
Mr. Holloman  
Miss Gandy

b7C

b7D

b7C

b7D

Mr. Belmont

PAGE TWO

BELIEVES HE STOPPED OVER AT DENVER TO VISIT UNKNOWN GIRL.

[ ] STATES PASSENGER, TO HER KNOWLEDGE, HAD NO SUICIDAL OR  
HOMICIDAL TENDENCIES, NO INSURANCE POLICIES, AND WAS NOT VERSED  
IN USE OF EXPLOSIVES, OR CARRYING EXPLOSIVES. ALSO ADVISES  
PASSENGER MADE TWO ATTEMPTS AT RECONCILIATION ON THURSDAY AND  
FRIDAY PRIOR TO DEPARTURE, WHICH SHE REFUSED. [ ]

b7C

b7D

[ ] OF  
PASSENGER, ADVISED THAT [ ] IS [ ]

[ ] OF THORN AND MARBLE CO., MECHANICAL CONTRACTORS,  
FOUR TWO TWO FIVE TWENTYTHIRD AVE. WEST, SEATTLE, WASH.

[ ] HOME ADDRESS IS [ ]

[ ] UNABLE TO ADVISE RELATIONSHIP BETWEEN  
PASSENGER AND [ ] BUT STATED PASSENGER MET [ ]

WHEN HE RETURNED FROM OVERSEAS SERVICE WITH ARMY AND ANSWERED  
NEWSPAPER WANT AD PLACED BY [ ] FOR EMPLOYEES FOR HIS RANCH.

b7C

b7D

LOUISE ALSO STATED [ ] PURCHASED CLOTHES, DIAMOND RING,  
AND WRISTWATCH FOR PASSENGER, AND PAID FOR HIS PASSAGE TO  
SEATTLE, WHERE PASSENGER WAS TO BE EMPLOYED BY [ ]  
POSITION NOT KNOWN. [ ] DROVE PASSENGER TO WICHITA AIRPORT  
TEN TWENTYNINE FIFTYFIVE, APPROXIMATELY SIX THIRTY PM, AND  
STATED HE SEEMED IN GOOD SPIRITS, AND PLANNED STOP IN DENVER

PAGE THREE

TO VISIT UNKNOWN GIRL. [ ] STATED PASSENGER HAD NO SUICIDAL  
~~OR HOMICIDAL TENDENCIES AND NO INSURANCE POLICIES. THREE LETTERS~~  
OR HOMICIDAL TENDENCIES AND NO INSURANCE POLICIES. THREE LETTERS  
OF CONDOLENCE, WRITTEN TO HER AND [ ] BY [ ] WERE

b7C

b7D

FURNISHED BY [ ] ONE DATED ELEVEN ONE FIFTYFIVE WHICH READ  
IN PART, QUOTE LAST NIGHT WHEN I RETIRED AT ABOUT TEN PM, I  
JUST COULD NOT SLEEP, SO AROSE AND SMOKED, TRIED GOING BACK TO  
BED AND THEN FINALLY GOT UP AT ABOUT MIDNIGHT, DROVE INTO TOWN,  
HAD SOME COFFEE, THEN DECIDED TO GO RIGHT IN TO THE OFFICE AND  
DO SOME WORK WHICH HAD ACCUMULATED. I ARRIVED AT THE OFFICE AT  
ABOUT TWO THIRTY PM AND WORKED UNTIL EIGHT AM WHEN THE ENGINEER  
CAME IN AND TOLD ME ABOUT THE ACCIDENT AND SHOWED ME THE MORNING  
PAPER WITH [ ] NAME IN IT. UNQUOTE. NOTE LETTER STATES  
TWO THIRTY PM. LETTERS ALSO REFLECT [ ] OFFERED TO PAY  
FOR FUNERAL EXPENSES AND GRAVE MARKER FOR PASSENGER. LETTERS  
BEING PHOTOSTATED BY KC, AND COPIES WILL BE FURNISHED AIR MAIL  
TO WA, DN, AND SE. [ ] REQUESTS HER NAME REMAIN CONFIDENTIAL  
AS SOURCE OF LETTERS. CONTINENTAL AIRLINES OFFICE AT WICHITA  
ADVISES PASSENGER DEPARTED WICHITA SIX TWENTYNINE PM, TEN  
TWENTYNINE FIFTYFIVE, FLIGHT THREE FOUR ONE, AND MADE NO REQUEST  
FOR DENVER TO SEATTLE TRANSPORTATION. IT IS NOTED [ ]  
EXPECTED TO MEET PASSENGER AT SEATTLE, AND STATED IN LETTER TO

b7C

b7D

PAGE FOUR

[REDACTED] HE VISITED AIRPORT ON OCT. TWENTYNINE AND  
OCT. THIRTY LAST, BUT PASSENGER FAILED TO ARRIVE. SEATTLE  
WILL INTERVIEW SEVERANCE AND ASCERTAIN HIS RELATIONSHIP WITH  
PASSENGER [REDACTED] AND HIS WHEREABOUTS AND ACTIVITIES PREVIOUS  
TO CRASH. ST. LOUIS WILL ATTEMPT TO LOCATE MILITARY RECORD  
OF THOMAS L. CROUCH, SERIAL NUMBER UNKNOWN, IT BEING NOTED  
THAT IN JANUARY LAST HE SERVED IN ELEVENTH AIRBORNE RECONAISSANCE  
AT FT. CAMPBELL, KY. KC CONTINUING INVESTIGATION AT WICHITA  
TO IDENTIFY UNKNOWN GIRL WHOM PASSENGER ALLEGEDLY VISITED IN  
DENVER. [REDACTED]

b7C  
b7C  
b7D

END

~~OPERATORS AT TOP OF PAGE THREE PLEASE INTERLINE THE FOLLOWING TWO  
LINES ON TYPEWRITER TO FACILITATE READING~~

~~TO VISIT UNKNOWN GIRL. [REDACTED] STATED PASSENGER HAD NO SUICIDAL  
OR HOMICIDAL TENDENCIES AND NO INSURANCE POLICIES. THREE LETTERS~~

5-30 PM OK FBI WA MES

OK FBI SL AJM

DN AND SE TO BE ADVISED

DISC PLS

b7C

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIV [REDACTED]

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

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DATE 2/12/04 BY 60296 mcl/1345/mcl/ltr

FBI, ST. LOUIS

4-22 PM CST

11-12-55

DIRECTOR AND SACS DENVER, KANSAS CITY AND SEATTLE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy  
BAUMGARDNER

CRUAL. RE KC TELETYPE NOV. ELEVEN LAST. THE ARMY SERVICE RECORD  
FOR THOMAS LEROY CROUCH WAS REVIEWED TODAY BY SE [REDACTED]  
AND SAID RECORD REFLECTS THAT CROUCH ENLISTED IN THE REGULAR ARMY  
ON MARCH TWENTY TWO FORTYEIGHT AND ENTERED ON ACTIVE DUTY ON SAME  
DATE AT JOPLIN, MO. UNDER ASN RA ONE SEVEN TWO THREE NINE EIGHT  
FIVE THREE. HE WAS HONORABLY DISCHARGED ON ELEVEN THIRTY FIFTY  
AS A CORPORAL IN ORDER TO RE-ENLIST. RE-ENLISTED IN RA ON TWELVE  
ONE FIFTY AND EOD SAME DATE AT FT. CAMPBELL, KY.. HE WAS GIVEN AN  
UNDESIRABLE DISCHARGE ON SIX NINE FIFTYFIVE AT FT. LEWIS, WASH. AS  
A PVT. DASH ONE BY REASON OF ARMY REGULATION SIX ONE FIVE DASH THREE  
SIX EIGHT, SPN DASH SEVEN EIGHT DUE TO UNFITNESS, HABITS AND TRAITS  
OF CHARACTER RENDERING HIS RETENTION IN THE SERVICE UNDESIRABLE.  
HE WAS TRIED AND CONVICTED BY THREE SPECIAL COURTS MARTIAL FOR  
BEING AWOL FROM FOUR EIGHT FIFTYTWO TO FIVE TWO FIFTYTWO,  
FROM EIGHT TWO FIFTYTWO TO EIGHT TWENTYNINE FIFTYTWO, AND FROM THREE  
TWENTYFIVE FIFTYFIVE TO THREE THIRTY FIFTYFIVE. SENTENCE TO FORFEIT  
A TOTAL OF N ONE HUNDRED SEVENTY FIVE DOLLARS, TO PERFORM HARD LABOR  
FOR A TOTAL OF NINE MONTHS, SIX MONTHS OF WHICH WAS REMITTED. TRIED  
AND CONVICTED BY SUMMARY COURT MARTIAL ON THREE TWELVE FIFTYFIVE  
FOR FAILING TO OBEY A LAWFUL GENERAL REGULATION BY CLIMBING THE  
WALL OF CAMP CHICKAMAUGA, JAPAN. SENTENCED TO BE RESTRICTED TO  
COMPANY AREA FOR THIRTY DAYS, FORFEITURE OF TWENTYFIVE DOLLARS FOR  
ONE MONTH AND REDUCED IN GRADE TO PFC. HE LOST ONE DAY FOR AWOL

Mr. Belmont

RECORDED - 86

98-43035-

125

NOV 15 1955

PAGE TWO

ON ELEVEN TWENTYEIGHT FORTYNINE FOR WHICH NO DISPOSITION WAS SHOWN. TREATED FOR GONORRHEA ON THREE DIFFERENT OCCASIONS. HE SERVED NINE MONTHS AND FIFTEEN DAYS IN JAPAN. HE WAS AWARDED THE GOOD CONDUCT MEDAL, NAT-L. DEFENSE SERVICE MEDAL AND SENIOR PARACHUTIST BADGE. A MEDICAL EXAMINATION WAS MADE ON CROUCH ON FOUR SEVEN FIFTYFIVE AND IT WAS FOUND THAT CROUCH WAS A HEAVY DRINKER QUOTE WHO DRINKS TO GET NERVE ENOUGH TO DO WHAT HE WANTS TO DO UNQUOTE. THE EXAMINING PHYSICIAN FOUND NO DISQUALIFYING MENTAL OR PHYSICAL DEFECTS TO WARRANT DISCHARGE FROM SERVICE. BORN ELEVEN THIRTEEN THIRTY DELAWARE, OKLAHOMA, HT. SIX FEET ONE, WT. ONE SIX TWO POUNDS, RACE WHITE, HAIR AND EYES BROWN, COMPLEX. RUDDY, BUILD LIGHT. EDUCATION - TWO HEARS HIGH SCHOOL. CIVILIAN OCCUPATION - LABORER, MILITARY OCCUPATION - PERSONNEL ADMINISTRATIVE SPECIALIST, PARACHUTIST, ARMORED RECONNAISSANCE CREWMAN. ADDRESS-BOX FOUR NAUGHT TWO, GENERAL DELIVERY, DELAWARE, OKLAHOMA FORTYEIGHT TO FIFTYFIVE. RELATIVES,  PARENTS, DELAWARE, OKLA.

b7C



PAGE THREE

[REDACTED] C-O J. H. BLANKENSHIP, DELAWARE, OKLAHOMA.

[REDACTED] AND [REDACTED]

CHILDREN,

b7C

[REDACTED] IN FIFTY THREE, SAME ADDRESS AS ABOVE CHILDREN.

[REDACTED] IN [REDACTED]

KY. THE FILES FAILED TO REFLECT ANY PHOTO FOR CROUCH.

[REDACTED]  
END

WA 5-30 PM OK FBI WA MES

b7C

DN OK FBI DN HG

KC OK FBI KC MEJ

SE OK

BI FBI SE RWR TU DISC PLS

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION [REDACTED]

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI LOS ANGELES

11-12-55

2-08 PM

CJL

DIRECTOR, FBI AND SAC, DENVER

URGENT

b7C

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy  
BAUMGARTNER

CRUALSAB. RETEL DENVER TO BUREAU NOVEMBER ELEVEN LAST.

SENTENCED

AT LA JULY TWENTYEIGHT FIFTYONE TO O DASH TWENTY YEARS FOR ATTEMPTED MURDER AND PAROLED FROM SAN QUENTIN JANUARY TWENTYEIGHT LAST. HIS MOTHER AND FATHER STATE [ ] RESIDES WITH THEM AND WAS HOME ON PERTINENT DATES. [ ] EMPLOYED COMPTON FRICTION MATERIALS CO., COMPTON, CALIF., DENIES ANY KNOWLEDGE OF INSTANT CRASH OR DISCUSSING HIS OFFENSE WITH OTHERS AT SAN QUENTIN. HE STATES NO ONE HAS SHOWN INTEREST METHOD USED BY HIM. COPY OF LAPD LABORATORY REPORT RELATING TO [ ] INCENDIARY BOMB BEING SENT TO DENVER FOR INFO. FBI LAB PERSONNEL.

MALONE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 [ ]

END

WA AND DN ACK FOR 3 MSGS

WA 5-11 PM OK FBI WA PC

OK FBI DN HG ACK FOR 3

M

Mr. Belmont

Mr. Parsons

CO: MR. BELMONT  
AND  
DOM INTEL DIVISION

Called Laboratory

M

By

RECORDED - 86

EX-1 b7C

NOV 15 1955

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI, CHICAGO

11-12-55

1-22 PM

EVS

DIRECTOR, FBI AND SAC, DENVER U R G E N T

*CRUALSAB. RE DN TEL ELEVEN TEN AND NY TEL ELEVEN TWELVE. UAL, CG,*  
*CRUALSAB. RE DN TEL ELEVEN TEN AND NY TEL ELEVEN TWELVE. UAL, CG,*

FURNISHED FOLLOWING FIGURES CONCERNING CARGO ORIGINATING AT CG AND  
TRANSSHIPPED AT CG, LOADED ON FLIGHT SIX TWO NINE. UAL NOT SURE FIGURES  
CORRECT. WILL FURNISH MORE COMPLETE INFO WHEN OBTAINED. UAL, CG, FUR-  
NISHED COMPLETE LIST TO UAL, DN, ELEVEN TWO LAST. MAIL.. DESTINATION  
DN, TWENTYFOUR PCS., TWO FIVE SIX LBS SEMICOLON PD, TWENTYFOUR PCS.,  
TWO ONE TWO LBS. SEMICOLON SE ONE PC., SEVENTEEN LBS. EXPRESS..  
DESTINATION DN, SIXTEEN PCS., TWO FOUR EIGHT LBS. SEMICOLON PD TWO  
PCS., SIXTYFIVE LBS. SEMICOLON SE ONE PIECE, NINE LBS. RR EXPRESS,  
LAST FOUR OF SIX DIGIT NUMBERS ON WAY BILLS.. ONE NINE SEVEN ONE TO  
BOISE, ONE PKG., TWENTYEIGHT LBS. SEMICOLON FOUR NINE EIGHT EIGHT TO  
SALT LAKE CITY, ONE PKG., SIXTEEN LBS. SEMICOLON ALL TO DN, SIX SIX  
SEVEN SIX, ONE PKG., TWO LBS. SEMICOLON ZERO SEVEN ZERO FOUR, TWO  
PKGS., FORTY LBS. SEMICOLON TWO SEVEN HUNDRED, ONE PKG., TWELVE LBS.  
SEMICOLON ZDRO NINE FOUR ONE, ONE PKG., TWENTY LBS. SEMICOLON SIX  
END PAGE ONE

Mr. Belmont

RECORDED - 86

NOV 17 1955

FX-125

NOV 15 1955

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Ladd	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

BAUMGARDNER

b7C

PAGE TWO

SIX THREE SIX, ONE PKG., FIVE LBS. SEMICOLON SIX NINE TWO SEVEN,  
ONE PKG., FIVE LBS. SEMICOLON AND TO PORTLAND, ZERO SEVEN ZERO FIVE,  
ONE PKG., TWENTY LBS. ALL ABOVE ORIGINATED CG. FOLLOWING CARGO TRAN-  
SFERRED TO FLIGHT SIX TWO NINE FROM OTHER FLIGHTS. EXPRESS.. DESTINA-  
TION DN, SEVEN PCS., ONE TWO ZERO LBS SEMICOLON PD, ONE PC., FORTYFIVE  
LBS. SEMICOLON SE ONE PC., NINE LBS. AIR FREIGHT FROM CG.. EIGHTEEN  
PCS., DESTINATION DN, SIX NINE TWO LBS. SEMICOLON SEVENTEEN PCS.,  
DESTINATION PD, FOUR SIX TWO LBS. SEMICOLON FORTYTWO PCS., DESTIN-  
ATION SE, EIGHT NINE ONE LBS. RE NY TEL STATES [REDACTED] b7C

[REDACTED] KNEW OF OR HEARD OF THREATENING CALL TO UAL PILOT. [REDACTED]

FLEW DN THIS AM. DN INTERVIEW RE THREATENING CALL.

HOSTETTER

DENVER ADVISED

END ACK LS

AA 1XXX 2-30 PM OK FBI WA JFP

TU DISCOM

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISIO

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

CMR  
BAUMGARDNER

FBI, SAN FRANCISCO 11-12-55 11-49 AM

DIRECTOR AND SACS DENVER, LOS ANGELES, AND NEW YORK

*Cruzab*  
U R G E N T

UNSUB EXPLOSION OR CRASH OF UAL PLANE 11-3-55 SABOTAGE  
~~CRASH~~. RE NY TEL TO BUREAU THIS DATE. INQUIRY AT UAL PASSENGER  
AGENCY, SF, REVEALED NO LEADS TO LOCATE [REDACTED] APPROPRIATE  
STOPS PLACED WITH UAL, SF. IF LA INVESTIGATION NEGATIVE LA  
REQUESTED TO SUTEL NY FOR ADDITIONAL INFO RE [REDACTED] VACATION  
SCHEDULE AND WHEREABOUTS AS MIGHT BE OBTAINED THROUGH RELATIVES AND  
FELLOW EMPLOYEES IN NYC

b7C

END AND ACK IN ORDER PLS

WA 2-40 PM OK FBI FXX WA JFP

DUJ FB OK FBI LA CJL

DN OK FBI DN TC

NY OK FBI NY MON

b7C

TUDES

Mr. Belmont

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DI [REDACTED]

RECORDED - 86

98-42035

10 NOV 15 1955

NOV 17 1955

EX-125

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy  
BAUMGARDNER

SAC, DETROIT 11-12-55

3-12 PM EST AED

DIRECTOR, FBI AND SAC, DENVER

U R G E N T

UNSUB EXPLOSION OR CRASH AT VAIL PASS 11-10-55  
- SABOTAGE.

RE DE TEL TO DIRECTOR NOVEMBER TEN LAST.

[REDACTED] OF CRASH VICTIM, [REDACTED] INTERVIEWED OKEMOS, MICH,  
THIS DATE. SHE STATED [REDACTED] TRAVELING WITH ONE SUITCASE, TWO  
SUITER SIZE, DESCRIBED AS DARK BROWN BEARING INITIALS J. E. S. IN  
GOLD STAMPED NEAR HANDLE, IDENTIFIED WITH NAME AND COMPANY BY  
LEATHER IDENTIFICATION TAG, AND WAS CARRYING THREE SUITS ON HANGER WITH  
CELLOPHANE COVERING. [REDACTED] WAS CARRYING GMC SUITCASE REFERRED TO IN  
RETEL. [REDACTED] NOT AWARE OF ANY PACKAGES CARRIED OR CHECKED BY  
VICTIM [REDACTED] AND [REDACTED] ADVISED [REDACTED] NOT CARRYING  
ANY TYPE OF EXPLOSIVES. [REDACTED] RELATED VICTIM WAS DEVOTED, HAPPY  
FAMILY MAN AND WAS HIGHLY REGARDED BY BUSINESS ASSOCIATES AND  
NEIGHBORS. [REDACTED] WAS A HUMBLE INDIVIDUAL WHO HAD NO KNOWN ENEMIES.

[REDACTED] NOT

ACQUAINTED WITH FINANCIAL STATUS OF VICTIM, BUT WAS COGNIZANT THAT HE  
CARRIED HUGE AMOUNTS OF LIFE AND RETIREMENT INSURANCE, WHICH WOULD  
LEAVE FAMILY WITH MONTHLY INCOME IN EVENT OF HIS DEATH [REDACTED] NOR HIS  
WIFE HAD NO RELATIVES MIDWEST SECTION OF THE COUNTRY. DETAILED LETTER  
FOLLOWS.

RECORDED - 86

END AND ACK PLS.

Mr. Belmont

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIV.

WA 3-18 PM OK FBI WA MES

DNP OK FBI DN HGVO

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/14/84 BY 60390 m.c./hcoth/t/lt

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman ☒  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont ☒  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_  
**BAUMGARDNER**

FBI LOS ANGELES

11-12-55

2-05 PM

CJL

DIRECTOR, FBI AND SACS, DENVER AND NEW YORK

URGENT

CRUALSAB. RENYC TEL NOV. TWELVE. UAL LA HAS NO LOCAL OR ADVANCE  
LISTING ON [REDACTED] STOPS PLACED WITH UAL. SUGGEST NY  
OBTAIN ADDITIONAL INFO. PER SF TEL THIS DATE.

b7C

MALONE

END

NY BEING ADVISED

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 AUC/ASE/mct/vaz

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

Mr. Belmont

b7C

b7C

b7C

RECORDED - 86

NOV 15 1955

EX-125

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_  
BAUMGARDNER

FBI LOS ANGELES

11-12-55

2-06 PM

DIRECTOR, FBI, SACS, DENVER AND SAN DIEGO

URGENT

CRUALSAB. RE NY TEL NOV. TWELVE. [REDACTED] RESERVATION MADE AT b7C  
LA BY AMERICAN AIRLINES OCT. TWENTY FOR [REDACTED]  
TWO FOUR FOUR SEVEN THREE. THIS IS NUMBER OF WORLD TRAVEL BUREAU,  
SIX ONE EIGHT NORTH MAIN, SANTA ANA. SAN DIEGO LOCATE AND  
INTERVIEW BENNETT RE OCCUPATION, REASON FOR CANCELLATION OF FLIGHT  
WITH VIEW TO DEVELOPMENT OF ANY SUSPICIOUS CIRCUMSTANCES OR MOTIVES  
FOR SABOTAGE.

MALONE

SAN DIEGO BEING ADVISED

RECORDED - 86

Mr. Belmont

NOV 12 1955  
DOM. INTEL. DIVISION

EX-125

b7C



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI DENVER 11-12-55 2-15 PM

DIRECTOR, FBI AND SAC, CHICAGO URGENT

UNSub Explosive OK (CRASH OF 11-13-55 SABOTAGE)  
~~CRASH~~ RE NY AND CG TELETYPES ELEVEN TWELVE.

UAL FLIGHT ENGINEER, LEFT DN FOR CG TWELVE TWENTY-FIVE PM  
ON FLIGHT SIX ZERO SIX. CG INTERVIEW RE THREATENING CALL

BURKE

END

CORRECTION DATE FIRST LINE 11-12-55

NAME LAST LINE IS BURKE

END

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

WA 4-18 PM OK FBI WA MES

CG OK FBI CG EVS

DISC

NOV 17 1955

RECORDED - 86

EX-125

NOV 15 1955

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

b7C

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI, PITTSBURGH

11-12-55 11-45 AM PM EST

DIRECTOR, FBI AND SAC WASHINGTON FIELD

UNSUB, EXPLOSION WPCASH 6701 WAKE  
CURALSAB RE WFO TEL NOVEMBER ELEVEN LAST.

URGENT BAUMGARDNER

FIRST NAME [REDACTED] NAME [REDACTED] UNABLE TO DETERMINE

FIRST NAME OR INITIALS OF [REDACTED] HOWEVER [REDACTED]

RECEIVED EXTENSIVE PUBLICITY FOR TYPE OF OPERATION PERFORMED

ON [REDACTED] SUGGEST WFO ALSO CHECK RECORDS GEORGETOWN  
HOSPITAL AND ST. ELIZABETH HOSPITAL.

b7C

EX-125

PLS INSERT TIME AS 11-45 AM

END AND ACK PLS

RECORDED - 86

11-45 AM OK FBI WFO VJ  
TWO COPIES WFO

Mr. Belmont

NOV 15 1955

DISC

CC: MR. BELMONT  
AND  
DOM. INTEL. DIV.

Tele. Room  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

SABOTAGE

b7C

b7C

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI, OMAHA

11-12-55

6-16

PM

DIRECTOR, FBI AND SAC, DENVER

.. URGENT ..

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

BAUMGARDNER

CRUALSAB. RE NY TELS NOVEMBER TWELVE INSTANT. INVESTIGATION

DEVELOPED PASSENGER IDENTIFIED AS [REDACTED]

[REDACTED] IBM, DES MOINES, IOWA. [REDACTED]

COMPLETED THREE WEEKS TRAINING COURSE IBM, ENDICOTT, NY, PRIOR TO FLIGHT AND WAS RETURNING TO DES MOINES ON RETURN TICKET PREVIOUSLY HELD. BAGGAGE CONSISTED OF THREE SUIT CASES CHECKED CONTAINING WEARING APPARELL AND CAMERA AND SHE CARRIED A HAT BOX. THIS BAGGAGE ARRIVED WITH HER ON FLIGHT FROM CG TO DES MOINES. SHE OBSERVED NOTHING OF A SUSPICIOUS NATURE DURING FLIGHT NY TO CG. ADDISON IDENTIFIED AS [REDACTED]

[REDACTED] CPA, DES MOINES, WHO LEFT DES MOINES ON OCTOBER TWENTYONE

LAST TO ATTEND AMERICAN INSTITUTE OF ACCOUNTANTS IN WASHINGTON, D.C. ORIGINALLY PLANNED TO VISIT SON STATIONED NATIONAL AIRLINES, NY, WHICH WOULD ACCOUNT FOR RESERVATIONS INSTANT FLIGHT NY TO CG, BUT UPON ASCERTAINING SON NOT IN NY THIRTY- THIRTYFIRST, CANCELLED RESERVATIONS AND RETURNED DES MOINES FROM WASHINGTON.

END

THORNTON

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/17/04 BY 6030 mclawhorne

RECORDED - 86

END ACK N ODR PLS

WA 7-22 PM OK FBI WA MES

DN COULD BY XXX YOU CLARIFY WORD 4 LINE 10 PLS

39 NOV 17 1955  
RIGHT CG Mr. Belmont

CC. Mr. Boardman  
AND [REDACTED]  
DOM. INTEL. DIVISION

OK FBI DN WWW ONX

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

FBI, CHICAGO

11-12-55

6-40 PM

RPN

DIRECTOR, FBI, AND SAC, DENVER U R G E N T

CRUALSAB

Boardman  
Nichols  
Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy  
BAUMGARDNER

RE CG TEL NOVEMBER ELEVEN LAST. EFFORTS TO IDENTIFY ALLEGED NEGRO WHO ALLEGEDLY PLACED PACKAGE ON INSTANT AIRCRAFT ON DEPARTURE CG NOT IDENTIFIED. UAL PERSONNEL ADVISED BABY STROLLER WAS LAST ITEM PLACED IN PIT FOUR. INVESTIGATION CONTINUING. UAL PERSONNEL ADVISED LIGHT IN COCKPIT WOULD GO ON IF HATCH OPENED. DN DETERMINE FROM CREW MEMBERS, CG TO DN, IF LIGHT WENT ON IMMEDIATELY PRIOR TO DEPARTURE. INTERVIEW REFLECTS ONLY MECHANICAL DEFICIENCY AT CG WERE LOOSE OIL CAP ON NUMBER TWO ENGINE WHICH WAS REPLACED AND DEFECTIVE DEICER ON NUMBER FOUR ENGINE WHICH WAS RENDERED INOPERATIVE AND DID NOT AFFECT AIR WORTHINESS OF PLANE. TABULATION OF CARGO LOADED AT CG INCLUDED MAIL, EXPRESS AND FREIGHT FURNISHED UAL DN BY UAL CG. SUGGEST TO AVOID DUPLICATION OF EFFORT THIS INFORMATION BE OBTAINED FROM UAL DN AND FURNISHED THIS OFFICE TOGETHER WITH IDENTITY OF CARGO RECOVERED, IF INTERVIEW OF SHIPPERS, CG, DESIRED RE ITEMS NOT RECOVERED.

HOSTETTER

END ACK IN O PLS

WA- 7-44 PM OK F BI WA MES

OK FBI DN WWW

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVIS

DISCO

RECORDED - 8 b7C

11-12-55

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_ SOC  
BAUMGARDNER

FBI NEW HAVEN

11-12-55

3-04PM

DIRECTOR FBI AND SAC PHILADELPHIA

URGENT

UNSUB, EXPLOSION OR CRASH OF UAA PLANE 11-3-55 SABOTAGE  
ORIGIN, REF. NY TEL. NOVEMBER ELEVEN, FIFTYFIVE.

PASSENGER NO. TWO, NY TO CGO. INSTANT FLIGHT, LIVES AT  
RIEGELSVILLE, PENNA. PHILA. INTERVIEW FOR OCCUPATION, PURPOSE OF  
TRIP, AND FACTS RE LUGGAGE.

b7C

CASPER

END AND ACK

WA 3-06 MP OK FBI WA MES

PH OK FBI PH EBN

TU DISCV

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290ruc/BLF/MLT/Ltz

b7C

RECORDED - 86 18 NOV 1955

EX-125

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 13 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

11-13-55

FBI, DENVER

11-13-55

2-23 PM MST

DIRECTOR, FBI AND SAC CHICAGO

URGENT

BAUMGARDNER

b7C

CRUALSAB. RE CHICAGO TEL DATED NOVEMBER ELEVEN FIFTYFIVE.

CHICAGO WILL FORM LIST OF PASSENGERS ON FLIGHT SIX TWO NINE  
CHICAGO TO DENVER, SET OUT LEADS FOR THEIR INTERVIEWS TO ASCERTAIN  
OCCUPATIONS, PURPOSE OF TRIP, DESTINATION, NUMBER AND CONTENTS OF  
LUGGAGE, ANY PLANNED OR UNPLANNED STOPOVER WITH EMPHASIS ON BAGGAGE  
FORWARDED BEYOND STOPOVER ON FLIGHT SIX TWO NINE WITH PARTICULAR  
VIEW TO DEVELOPMENT OF ANY SUSPICIOUS CIRCUMSTANCES OBSERVED PRIOR  
OR EN ROUTE FOR POSSIBLE MOTIVES FOR SABOTAGE.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3-12-04 BY 60322/UCB/STP

BURKE

END AND ACK IN ORDER PLS RECORDED - 86

X WA 4-21 PM OK FBI WA MES

CG OK FBI CG WOH

DEC 9 NOV 17 1955

MR. [ ]  
AND [ ]  
DOM. INTEL. DIVIS

98-43035-

EX-125

NOV 25 1955

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 mcl/ACE/mct/uta

98-143035-67  
**CHANGED TO**  
98-0-4998

DEC 1 1955

MW

C



F B I

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

Please transmit the following Airtel message:

FROM: SAC DENVER (98-331)

11/13/55

TO: DIRECTOR FBI

CRUALSAB

There has been found among the debris a mutilated mainwheel of a Westclox Travalarm clock. All offices in whose territory one of crew or passengers on instant flight reside should inquire of relatives specifically as to whether passengers or crew had a clock in their luggage and specifically if it were a Westclox Travalarm and/or any other metal objects.

BURKE

RKM:SDR  
(32)

2 cc's via Air Mail to:

Baltimore  
Birmingham  
Boston  
Buffalo  
Chicago  
Detroit  
Kansas City  
Newark  
New York  
Philadelphia  
Pittsburgh  
Portland  
San Francisco  
Seattle

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290mc/2447/MLT/1/2

RECORDED - 86 98-43035-

Mr. Belmont

23 NOV 15 1955

EX-125

b7C

INT. SEC.

NOV 17 1955

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN <sup>11-15-55</sup>

DATE: November 14, 1955

FROM : MR. A. H. BEEMONT

cc - Messrs. Belmont

Boardman

~~Boardman~~ Nichols

Tolson	_____
Boardman	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

SUBJECT: JACK GILBERT GRAHAM, with aliases  
JOHN GILBERT GRAHAM, JACK KINGCRASH - UNITED AIRLINES DC-6, FLIGHT 629  
LONGMONT, COLORADO, NOVEMBER 1, 1955  
SABOTAGE

At 12:30 PM, 11-14-55, I called Denver regarding developments in this case. ASAC Moore advised that subject Jack Graham had been arraigned at 10:00 A.M. (12:00 noon, our time) before U. S. Commissioner Harold S. Oakes, waived preliminary hearing, held in lieu of \$100,000 bail. He was represented by Attorney J. R. Strickland, family attorney who is handling the mother's estate. He is being lodged at the Denver County Jail. Inasmuch as Graham indicated to Agents he would like to commit suicide, the U. S. Marshal was notified of this fact and the Denver County Jail is likewise being notified.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 MCG/ML/MLA

Moore said that the FBI has received numerous congratulations at the Denver Office, including a telephone call from Axel Neilsen, fishing buddy of President Eisenhower, a personal visit by President Patterson of United Airlines, a wire from Jack Carley of the Memphis Commercial Appeal and congratulations and appreciation from the newspapers, wire services, and radio concerning the way the publicity was handled.

I told Moore that it was essential that subject Graham's story be bolstered by evidence gathered by investigation. Moore said that he had practically every man out on the street checking into the story and covering leads pertaining to Graham. I asked how Graham first came to the attention of the Denver Office. Moore said that Denver [redacted] who is a [redacted] had talked to [redacted] some time after the crash and [redacted] told her that it was particularly hard on Jack Graham as he had placed a present in his mother's suitcase unknown to the mother. This started Denver checking on Graham and they came up with his bad background. A subsequent call from a friend of a carpenter who had assisted in the repair of Graham's drive-in restaurant reflected that the carpenter had told his friend that the explosion at the drive-in restaurant did not look right. Moore said he had had several calls today following the publicity from persons who had furnished information regarding Graham, presumably exploring the \$25,000 reward offered by United Airlines. To each of these Moore said he replied that the information furnished was merely accumulated and that the original lead was not attributable to sources outside the Bureau.

For your information. We will continue to follow this closely.

AHB:mn

(5) 1 copy sent to [redacted] 11-20-55 (100)

RECORDED - 86

EX-125

FILED  
NOV 15 1955

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson *file*

DATE: 11-14-55

FROM : Mr. Nichols

SUBJECT:

JACK GILBERT GRAHAM, with aliases  
 CRASH UNITED AIRLINES DC 6  
 LONGMONT, COLORADO, NOVEMBER 1, 1955  
 SABOTAGE

Tolson ☒  
 Boardman ☒  
 Nichols ☒  
 Belmont ☒  
 Harbo ☒  
 Mohr ☒  
 Parsons ☒  
 Rosen ☒  
 Tamm ☒  
 Sizoo ☒  
 Winterrowd ☒  
 Tele. Room ☒  
 Holloman ☒  
 Gandy ☒

There is attached hereto a statement which was given simultaneously to the AP, UP and INS in Washington at 7:16 a.m. ASAC Moore was authorized simultaneously to give the statement to the Denver press.

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/10/04 BY 6090 mcl/bcf/mut/mt

ENCLOSURE  
 86

Enclosure

cc: Mr. Belmont  
 Mr. Boardman

EX-125

EX-125

NOV 15 1955

LBN:vam  
 (10)

176  
 30 NOV 17 1955



UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No.

WASHINGTON 25, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/64 BY 60290 mac/bce/mct/ota November 14, 1955

The Department of Justice announced that FBI Agents arrested early this morning John Gilbert Graham, 23, in Denver, Colorado, in connection with the crash of Flight 629, United Airlines Plane, in the vicinity of Longmont, Colorado, on November 1, 1955. John Edgar Hoover, Director of the FBI, stated that Graham is presently in the custody of Special Agents of the Denver Office of the FBI and that United States Attorney Donald E. Kelly has authorized the filing of a complaint as soon as the United States Commissioner in Denver is available. Graham will be charged with violating Section 2155, Title 18, United States Code, in that he sabotaged the ill-fated United Airlines Plane. He will be arraigned later this morning.

Investigation by the FBI has disclosed that Graham took out \$37,500 in insurance on his mother, Mrs. Daisy King, when he took her to the Denver Airport on November 1, 1955. Mrs. King was en route to Anchorage, Alaska, and was among the 44 persons who died in the crash.

Graham was born in Denver in 1932. He was placed in an orphanage following the death of his father in 1935. He later lived with his mother and stepfather, Mr. and Mrs. Earl King, until he was 15 years of age. He has worked in Spenard, Alaska, was discharged from the Coast Guard as a minor in 1949, worked as a mechanic at Grand Junction, Colorado, and since the death of his stepfather assisted his mother in operating a drive-in restaurant in Denver. In September, 1951, Graham was arrested in Lubbock, Texas, on an illicit liquor charge and received a sixty-day jail sentence. In November, 1951, Graham was convicted on forgery charges in Denver growing out of the forgery of 42 checks for \$100 each drawn on a Denver concern. He received a five-year suspended sentence in State Court in Denver and was placed on probation. His mother made restitution of \$2500 and Graham has been making monthly payments on the unpaid balance which has now reduced to \$105.

Graham is married and resides at 2650 West Mississippi Avenue, Denver, Colorado.

ENCLOSURE

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 10 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

b7C

SAC, DETROIT 11-10-55 2-29 PM EST AMW

DIRECTOR, FBI AND SAC, DENVER, SAC, CINCINNATI, AND SAC, SAN FRANCISCO

URGENT

UNSUB, EXPLOSION OF PAL PLANE 11/3/55  
CRUAL - SABOTAGE. RE DENVER TELETYPES TO BUREAU NOVEMBER NINE LAST.

INVESTIGATION CONDUCTED AT LANSING, MICH., REVEALED FOLLOWING INFORMATION RE CRASH VICTIM [REDACTED]

[REDACTED] OLDSMOBILE DIVISION, GMC, A CLOSE ASSOCIATE OF [REDACTED] FOR OVER TWENTY TWO YEARS, ADVISED [REDACTED] WAS A DEVOTED FAMILY MAN WHO HAD NO FAMILY PROBLEMS AND WAS NOT INVOLVED IN ANY EXTRA MARITAL AFFAIRS.

[REDACTED] ESTIMATES ESTATE TO BE VALUED AT THREE HUNDRED THOUSAND DOLLARS WITH BULK OF IT WILLED TO IMMEDIATE FAMILY. [REDACTED] IS HIGHLY REGARDED, HAD NO KNOWN ENEMIES AND ASSOCIATED WITH HIGH CALIBER INDIVIDUALS.

[REDACTED] DID NOT DRINK TO EXCESS NOR DID HE GAMBLE. [REDACTED] WAS IN POSSESSION OF GM RECORDS AT TIME OF CRASH AND [REDACTED] ADVISED THAT HE HAD BEEN ADVISED BY UAL THAT RECORDS LOCATED HAVE BEEN IMPOUNDED AT DENVER.

[REDACTED] IS OF EXCELLENT CHARACTER AND IS NOT INVOLVED IN ANY EXTRA MARITAL AFFAIRS AND IS DESCRIBED AS A DEVOTED WIFE AND A PERSON OF THE HIGHEST CHARACTER. [REDACTED] ALSO [REDACTED] OF AND WELL ACQUAINTED WITH [REDACTED] ANOTHER CRASH VICTIM EMPLOYED PACIFIC REGIONAL MANAGER, OLDSMOBILE DIVISION, GMC. [REDACTED] STATES DIEST IS OF EXCELLENT CHARACTER AND PERSONAL HABITS, WAS HAPPILY MARRIED AND HAD NO KNOWN ENEMIES. [REDACTED] PRESENTLY LOCATED CARE OF [REDACTED] PARENTS IN

END PAGE ONE .... Mr. Belmont

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290UC/000/100/100

b7C

PAGE TWO .....

NEWARK, OHIO, AND EXPECTED TO RETURN LANSING AREA SOME TIME SUBSEQUENT  
NOVEMBER ELEVEN NEXT. NEIGHBORHOOD INVESTIGATION SUBSTANTIATES COM-  
MENTS OF [REDACTED] CREDIT RECORD RE STRAUD AND FAMILY FAVORABLE. CRIMINAL  
RECORD NEGATIVE. COMPLETE DESCRIPTION OF LUGGAGE, BRIEF CASES AND  
b7C PACKAGES BELIEVED CHECKED OR CARRIED AS BAGGAGE BY VICTIMS SHOULD BE  
ASCERTAINED. POSSIBLE EXPLOSIVE CONTENTS OF SUCH BAGGAGE SHOULD BE  
ASCERTAINED. DESCRIPTION OF BAGGAGE SHOULD INCLUDE IDENTIFICATION TAGS  
POSSIBLY ATTACHED THERETO. INFORMATION SHOULD BE FURNISHED DENVER  
EXPEDITIOUSLY BY TELETYPE OR AIRTEL. CINCINNATI HANDLE INTERVIEW OF  
[REDACTED] ALL LEADS SHOULD BE HANDLED BY TELETYPE AND BUREAU ADVISED  
OF PERTINENT DEVELOPMENTS. BUREAU HAS DESIGNATED THIS CASE AS A  
SPECIAL. FIRST REPORT DUE NOVEMBER TWENTY TWO NEXT. DETAILED LETTER  
WILL FOLLOW.

b7C

[REDACTED]  
END ACK PLS

WA 2-37 PM OK FBI WA R2 JAH

DN OK FBI DN BMM

CI OK FBI CI JP

SF OK FBI SF LCS

TU DISC

OOVVM

CC: MR. BELMONT  
ANT [REDACTED]  
DOM. INTEL. DIVISION

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Harbo	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

FBI, SAN FRANCISCO

11/10/55

Airtel

Transmit the following Teletype message to:

DIRECTOR, FBI  
SAC, DENVER

CRUAL - SABOTAGE

*Franklin D. Roosevelt*  
*11-3-55 Sabotage*

Re Denver teletype to Bureau, 11/9 and 10/55.

Investigation conducted at Oakland and Hillsborough, Calif.,  
revealed following information concerning crash victim, [redacted]

b7C

[redacted] Oldsmobile  
Division, General Motors Corporation, 508 16th Street, Oakland,  
advised [redacted] was his [redacted] at Oakland headquarters  
of Oldsmobile for past few years and that he was well acquainted with  
[redacted] on a [redacted] and was also acquainted with [redacted]  
[redacted] stated that [redacted] and his [redacted] were very devoted to one another  
and that [redacted] was financially sound and a man of high caliber.  
He stated that [redacted] was very well liked by his fellow employees,  
that he was a very stable individual, and that he knew of no enemies.

b7C

[redacted] stated that he considered homicide motive concerning  
[redacted] as absolutely absurd. [redacted] further stated that [redacted] has  
never been known to carry any explosives. He stated that [redacted] and his  
[redacted] were both of excellent character and personal habits.

b7C

[redacted] advised she  
drove husband to SF airport prior to his departure, at which time he  
had 3 pieces of luggage with him; namely, 1 brown briefcase with  
Mexican design in leather, 1 dark brown two-suitcase with  
square corners, and 1 transparent silver clear plastic bag for suits.  
She was unable to recall any tags or initials on any of the above  
pieces of luggage. She stated that she was certain that her husband  
did not carry any explosives in his luggage.

[redacted] stated that she was absolutely certain that her  
husband had no enemies. No unfavorable information at local credit  
bureau concerning [redacted] Criminal records negative.

b7C

AIR MAIL  
HPF/blf  
(5)

Mr. Belmont

RECORDED - 58

98-43000-1

Approved: *William M. Whelan*  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60902ms (HLS/H-T/142)



F B I

Date: NOVEMBER 10, 1955

Transmit the following message via AIRTELAIRMAIL

(Priority or Method of Mailing)

From SAC, MIAMI (98-0)

To: DIRECTOR, FBI, AND SAC, DENVER

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	
Mr. Tamm	
Mr. Nease	
Mr. Winterrowd	
Mr. Holloman	
Mr. Gandy	

CRASH, UNITED AIRLINES, DC-6,  
FLIGHT 629, LONGMONT, COLO.,  
11/1/55  
SABOTAGE

b7C

b7C

On 11/9/55,

[redacted] telephonically contacted [redacted]

[redacted] to offer his thoughts in this

investigation.

He prefaced his remarks by saying that he is an

[redacted] and during WWII was

[redacted] at the Orlando, Fla. Air Base,

whose one job was investigation of aircraft accidents and explosions. He specifically recalled in one aircraft explosion he knew about, it was found that iron filings placed in the hydraulic solution of the aircraft caused a terrific explosion when exposed to air. This point led him to the thought that if any of the luggage on instant aircraft were a magnesium compound or derivative, and this luggage contained or had access to a petroleum base oil, a definite reaction would take place that would result in an explosion upon contact with the atmosphere.

b7C

b7C

REG:lc  
(6)

RECORDED-35

b7C

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

NOV 11 1955

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60390 ncl/bcc/mwt/lrt

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

*Handwritten initials: jk, wjm*

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

FBI BIRMINGHAM

11/11/55

CS:FC

98-741

Transmit the following Teletype message to:

*Handwritten: k*  
DIRECTOR, FBI

AIRTEL

CRUAL,  
SABOTAGE

b7C

Parents, sisters and cousins of [redacted]  
Ala. advised departed from [redacted] Ala. 11-1-55 after completing thirty  
day leave at home. Attitude during leave and on departure cheerful, happy  
with new assignment with USAF in Alaska, and stated looking forward to new  
assignment. No information developed to indicate any motive for homicide.

b7C

DOB for [redacted] Engaged to marry upon return from Alaska.  
Luggage which [redacted] took from home on departure consisted of duffel bag  
with draw rope on top and small zipper type canvas handbag. Duffel bag  
contained nothing but AF clothing, uniforms, fatigue clothing, coveralls,  
underwear and pair of shoes. Canvas handbag contained only shaving equipment,  
underwear and socks. [redacted] stated she packed both  
bags and no metal items in either bag except double edge Gillette razor and  
blades. Metal cigarette lighter (no fluid) and identification bracelet only  
metal items known to family on person of [redacted] Report follows.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60390 mcl/bcf/hct/vta

b7C

2 Denver (98-331)

Mr. Belmont

b7C

RECORDED-35

Approved: \_\_\_\_\_

Sent \_\_\_\_\_

M Per \_\_\_\_\_

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - Mr. Bibler

0-9a

NOVEMBER 12, 1955

URGENT

To: COMMUNICATIONS SECTION.

Transmit the following message to: SAC, DENVER

RECORDED-35

CRUALSAB. RE DENVER TEL NOVEMBER ELEVEN NINETEEN FIFTYFIVE. SUBMIT TELETYPE SUMMARY IMMEDIATELY BRIEFLY SETTING FORTH INFO RE FINANCIAL STATUS DAISY KING, ANY MOTIVE WHICH JACK GRAHAM MIGHT HAVE HAD FOR HER DEATH AND ALL PERTINENT DEVELOPMENTS CONCERNING GRAHAM TO DATE. INCLUDE BRIEF BACKGROUND ON GRAHAM. RE GRAHAM DASH S STATEMENT MOTHER DASH S LUGGAGE CONTAINED AMMUNITION, ADVISE WHETHER UNITED AIRLINES AND CAB, DENVER, HAVE COMPLETELY EXAMINED FRAGMENTS OF WRECKAGE AND WHETHER ANY AMMUNITION HAS BEEN FOUND. IN THIS REGARD ADVISE IN DETAIL ANY PLANS BY UNITED AIRLINES OR CAB FOR FURTHER EXAMINATION OF WRECKAGE AND RECONSTRUCTION OF ADDITIONAL PARTS OF PLANE AND DASH OR BAGGAGE. ADVISE WHAT ARRANGEMENTS MADE BY YOUR OFFICE TO OBTAIN ANY SUSPECT MATERIAL. IF NOT ALREADY DONE ~~SEE~~ INSURANCE ISSUED BY VENDING MACHINES, AIRPORT, DENVER, CONCERNING PASSENGERS ON INSTANT PLANE. OFFICE HANDLING THIS LEAD SHOULD MAKE ARRANGEMENTS WHEREBY ORIGINAL HANDWRITTEN APPLICATIONS WILL BE PRESERVED SO THAT HANDWRITING COMPARISONS CAN BE MADE IF NEEDED AT FUTURE DATE.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60390/uc/lsc/mst/ltr

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

COPIES DESTROYED

284 MAR 1 1961

HOOVER

~~NOV 16 1955~~

YELLOW: Daisy King was passenger on this plane. Jack Graham is her son. He has arrest record. There is report being checked by Denver that Graham put a "Christmas package" in his mother's luggage. On routine interview, Graham agents that his mother had a quantity of ~~shotgun and rifle~~ ammunition in her luggage.

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

PRB:pjm

(3)

NOV 12 1955

TELETYPE

SENT VIA

4-55 P M

Per

*[Handwritten signatures and initials]*

*[Handwritten initials]*

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 11 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/64 BY 60491 auc/lrc/hus/m

TELETYPE

FBI , DENVER 11-11-55 7-04 PM MST

WWW

DIRECTOR AND SAC LOS ANGELES URGENT

CRASH, UNITED AIR LINES DC-6, FLIGHT SIX TWO NINE, LONGMONT, COLO.,  
ELEVEN DASH ONE DASH FIFTY-FIVE, SABOTAGE. [REDACTED] b7C

[REDACTED] ADVISED JOHN GRANT, WHO ATTEMPTED TO KILL HIS WIFE AND [REDACTED]

CHILDREN AT LA INTERNATIONAL AIRPORT BY DESTROYING A DC-THREE AIRPLANE  
ON WHICH THEY WERE TO TRAVEL, BY A ~~QUOTE~~ 'HOME MADE BOMB', ~~END QUOTE~~  
HAD RECENTLY BEEN RELEASED FROM SAN QUENTIN PRISON. [REDACTED] AND UAL  
ENGINEERS WHO ARE ACQUAINTED WITH GRANT ADVISED GRANT FORMERLY EMPLOYED  
BY AMERICAN AIRLINES WAS RECENTLY WORKING FOR MC CULLOUGH -PHONETIC-  
MOTORS LOCATED NEAR LA INTERNATIONAL AIRPORT. LA REQUESTED TO DETERMINE  
PRESENT WHEREABOUTS GRANT, ESPECIALLY ON TEN/THIRTY-ONE AND ELEVEN/ONE/  
FIFTY-FIVE. CONTINUED INVESTIGATION JACK GRAHAM, SON OF PASSENGER  
DAISY KING, REVEALS HE WAS ALLEGED TO HAVE SUDDENLY BECOME ILL AT AIR  
PORT AFTER MOTHER BOARDED PLANE, AND WAS ALLEGED TO HAVE STATED HE  
DIDN-T FEEL HE WOULD EVER SEE HER AGAIN. A ROUTINE INTERVIEW OF GRAHAM  
AND SISTER, RELATIVES OF DECEASED PASSENGER, WAS CONDUCTED LAST  
EVENING. BACKGROUND WAS OBTAINED AND OPPORTUNITY WAS GIVEN GRAHAM TO  
AFFIRM OR DENY FACT HE ASSISTED IN PACKING OF MOTHERS BAGS AND WHEN  
SPECIFICALLY ASKED IF HE PLACED ANY ARTICLE IN MOTHER-S BAGS,  
DENIED SAME. DEFINITE INFO DEVELOPED TODAY FROM NEIGHBOR OF GRAHAMS  
IN-LAWS THAT MOTHER-IN-LAW STATED TO HER THAT GRAHAM SPENT SOME TIME  
DOWNTOWN LOOKING FOR CHRISTMAS PRESENT FOR MOTHER WHICH HE PURCHASED,  
HAD WRAPPED IN CHRISTMAS PAPER AND PLACED IN MOTHERS BAG, UNKNOWN  
TO HER. THIS WILL BE VIGOROUSLY AND THOROUGHLY EXPLORED. FOR INFO

END PAGE ONE

Mr. Belmont

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

BAUMGARDNER

RECORDED-35

98-42-355

NOV 11 1955

PAGE TWO

b7C SA [REDACTED] FBI LAB, GRAHAM STATED THAT THREE PIECES OF BAGGAGE CHECKED BY PASSENGER VICTIM DAISIE E. KING ON INSTANT FLIGHT REPORTEDLY CONTAINED APPROXIMATELY SEVENTY-FIVE TWELVE GAUGE SHOTGUN SHELLS WITH MAJORITY DESCRIBED AS RED COLOR, PROBABLY WINCHESTER SUPER X AND POSSIBLY SOME REMINGTON. SOME OF THESE SHELLS HAVE BEEN IN POSSESSION OF MRS. KING SINCE AT LEAST NINETEEN FORTY-EIGHT. BAGGAGE ALSO CONTAINED ABOUT FORTY THIRTY NAUGHT SIX RIFLE SHELLS AND FIVE HUNDRED TWENTY-TWO CALIBER RIFLE SHELLS REPORTEDLY PACKED LOOSE IN SUITCASES.

BURKE

END AND ACK PLS

WA 9-12 PM OK FBI WA MES

LA OK FBI LA JBA

TU DISC M

CC: MR. BELMONT  
AND [REDACTED]  
DGM. INTEL. DI [REDACTED]

b7C

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE  
**AIRTEL**  
NY, 11/12/55

FD-36

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont ☒ \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

Transmit the following Teletype message to:

**BUREAU**

**CRUALSAB**

Re Denver teletype, 11/8/55.

New

York Air Division, advised amongst cargo shipped on Flight 629, UAL, 11/1/55, were shipments set forth as follows with consignor, consignee, item, value and weight as listed. From New York to Seattle, one; from Nash Incorporated, 316 Barrow Street, Jersey City, NJ, to Sears-Roebuck & Company, Tacoma, Washington, 3 dozen leather billfolds, \$56.25, 12 pounds and to Sears-Roebuck & Company, Seattle, Washington, four dozen purses, \$75.00, 16 pounds. Two; from Industrial Electronics Corporation, 80 Bank Street, Newark, NJ, to British Car Sales, 501 East Pike Street, Seattle, Washington, assorted incandescent lights, \$90.12, 13 pounds. Three; from Habner & Company, 609 Broad Street, Newark, NJ, to L. ORMAND, 92 East Lynn, Seattle, teapot and coffee set, 10 pounds and 2 place settings, 7 pounds, \$82.50.

From Chicago to Seattle. One; from Murray Engraving, 6155 South State Street, Chicago, to GREENGARD LINDEN TRIBUNE, 2965 Southeast Mercer Street, Seattle, wedding invitations and plates, 2 pieces, 20 pounds and 22 pounds, \$102.09. Two: from \_\_\_\_\_ and \_\_\_\_\_  
\_\_\_\_\_ and \_\_\_\_\_

- 3 - BUREAU (RM)
- 2 - CHICAGO (RM)
- 2 - NEWARK (RM)
- 2 - DENVER (RM)
- 2 - NEW HAVEN (RM)
- 2 - PORTLAND (RM)
- 2 - SEATTLE (RM)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 a/c/PLC/mur/lin

JJD:PDD (#1)  
98-2784

RECORDED - 72

NOV 14 1955

Mr. Belmont

NOV 17 1955

Approved

Special Agent in Charge

Sent

M Per

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE  
PAGE TWO  
-----

Transmit the following Teletype message to:

5202 University, Seattle, 4 yards material, \$12.00, 5 pounds.  
Three; from M.BORN, 1060 West Adams, Chicago to Stadium  
Cleaners, Tailor, 3307 East 65th Street, Seattle, Custom  
suit, \$54.49, 6 pounds. From Chicago to Portland from  
✓ HANNIFER Corporation, 500 South Wolf Road, Des Plaines,  
Illinois, to Cranston Machine Parts, 1123 Southeast Market,  
Portland, Oregon, machine parts, \$123.00, 23 pounds.

Railway Express, NYC, advises air shipment this  
flight as follows: from Connecticut Hard Rubber Company,  
New Haven, Connecticut, to Boeing Aircraft, Seattle,  
Washington, five pieces square rubber seals for sliding  
windows in an aircraft, grey in color, approximately 15"  
x 18", \$50.00, 9 pounds.

Appropriate offices verify with consignors  
and consignees legitimacy of itemized shipment and  
accuracy of descriptions and weights thereof where  
available.

Denver origin.

KELLY

*to Mr. Kelly*

Approved \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

AIRTEL

Transmit the following ~~TELETYPE~~ message to:

SAC DENVER (98-331) (2 ccs) 11/12/55  
DIRECTOR FBI AND WASHINGTON FIELD OFFICE

AIR MAIL

CRUALSAB

b7C

Request complete review service record of followi

JACK GILBERT GRAHAM, Wa. Jack Gilbert King, Coast Guard Serial Number 279177, enlisted U. S. Coast Guard, Seattle, Washington, April, 1948, and discharged at New York City January, 1949. GRAHAM last stationed at Groton, Connecticut, as Motorman Third Class, U. S. Coast Guard, and student at mechanics school, Groton. Reportedly AWOL 63 days and upon application at New York City, discharged on "minority" due to fact fraudulent enlistment executed when 16 years of age. GRAHAM born January 23, 1932, at Denver, Colorado.

b7C

Expedite airtel reply including any indication mental instability and description of possible Coast Guard assignments which might have involved use of knowledge of explosions.

This lead is being directed to WFO for handling by agent at U. S. Coast Guard Headquarters, Washington, D. C. Furnish results to Bureau and Denver.

BURKE

RIM/ljb  
(7)

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

Mr. Belmont

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290auc/BCE/mct/ltz

RECORDED - 72

Approved

Special Agent in Charge

Sent

Per



## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Nichols

FROM : M. A. Jones

SUBJECT: FULTON LEWIS, JR., BROADCAST  
7:00 PM, WWDC  
NOVEMBER 9, 1955

DATE: November 9, 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 AUC/BCE/MLT/WT

Fulton Lewis, Jr., in his broadcast on November 7, 1955, made reference to comments which he had made previously on September 1955, in which he stated that organizations, such as the Fund For the Republic claiming tax exemption were required to file statements of justification with the Internal Revenue Service. Lewis indicated that at that time he had stated that he felt that keeping these statements of justification confidential was in the public interest, as citizens should have access to this information.

Lewis added that Under Secretary of the Treasury H. Chapin Rose had told a Congressional Committee that Secretary of the Treasury George Humphrey felt the same; namely, that the public should have access to this data. According to Lewis, Rose indicated that legislation to this effect would be requested of the Congress. Lewis stated he was glad to announce that, after delays, the books containing his broadcasts on the Fund For the Republic, would be mailed out this week end. He added that through a public benefactor a copy is being sent to each of 7,500 public libraries in the country.

Lewis also mentioned that the FBI had stepped into the investigation of the recent crash of the United Airlines plane in Colorado, apparently convinced that it involved an act of malice. The Agents in charge, he said, admitted having very little to go on and that the problem of finding the criminal was certainly going to be a tough one, involving one of the most extensive and complicated man hunt in history. The investigative organization will have to trace down thousands of possible leads inasmuch as every person who came in contact with the plane who could have carried the bomb aboard will have to be investigated. This would include passengers, the crew, mechanics, etc. Lewis added, however, that you could be assured that the culprit would be found.

RECOMMENDATION: None. For information.

cc - Mr. Boardman  
cc - Mr. Nichols  
cc - Mr. Belmont  
cc - Fund For the Republic File 100-391697

FCS:nl

(8)

NOT RECORDED  
141 NOV 16 1955

20 NOV 15 1955

INT SEC-23

ORIGINAL COPY FILED IN

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 12 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60320 amc/abm/ur

TELETYPE

FBI, CHICAGO

11-11-55

11-04 PM

RPN

DIRECTOR, FBI, AND SAC, DENVER U R G E N T

CRUALSAB

UNSUB EXPLOSION OR CRASH OF UAL PLANE, 11/3/55, SABOTAGE.

[REDACTED] ADVISED THIS DATE HE AND HIS [REDACTED]

[REDACTED] WERE AT MIDWAY AIRPORT ON ELEVEN ONE LAST TO SEE RELATIVES  
OFF ON UAL FLIGHT SEVEN ONE ONE TO CALIFORNIA. WHILE WAITING HE AND  
HIS [REDACTED] WATCHED LOADING OF FLIGHT SIX TWO NINE. AFTER ENGINES WERE  
REVVED UP AND CHOCKS WERE REMOVED THEY OBSERVED A MALE NEGRO HURRY  
TO WHAT [REDACTED] DESCRIBED AS PIT FOUR AND PLACE A BROWN CARDBOARD PACK-  
AGE WHICH [REDACTED] DESCRIBED HAS APPROX. TEN INCHES BY FOURTEEN INCHES  
BY EIGHTEEN INCHES IN THE PIT AND CLOSE THE HATCH. PACKAGE WAS SECURED  
WITH MASKING TAPE WITH NO ROPE OR STRING. [REDACTED] STATES NEGRO  
DID NOT WEAR UNIFORM AND [REDACTED] DID NOT NOTICE WHERE NEGRO WENT AFTER  
INSERTING PACKAGE. [REDACTED] CORROBORATES THIS STORY. WHITE RAMP SERVICE-  
MAN ADVISES HE PLACED COLLAPSIBLE BABY STROLLER IN PIT FOUR AT LAST  
MINUTE BUT PRIOR TO REVING OF ENGINES. CG ATTEMPTING TO IDENTIFY  
NEGRO AND PACKAGE. DN DETERMINE IF PERSONNEL UNLOADING CARGO RECALL  
PACKAGE ANSWERING ABOVE DESCRIPTION.

b7C

HOSTETTER

END ACK IN O PLS

WA-12-08 AM OK FBI WA KW

DN OK FBI DN WWW

DISCT

Mr. Belmont

RECORDED - 72

b7C

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE  
AIRTEL

FD-36

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	
Mr. Harbo	
Mr. Tamm	
Mr. Parsons	
Mr. Rosen	
Mr. Nease	
Mr. Starnes	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

Transmit the following Teletype message to:

FBI, ALBANY (98-881)

11/12/55

DIRECTOR, FBI (98-43035)

CRUALSAB.

Re Baltimore teletype dated 11/11/55.

[redacted] of [redacted]  
[redacted] was unable to furnish any info of value. Report follows:

b7C

SOU CY

End  
PGR:AD  
(6)  
2CC: Denver (98-331)

VIA AIRMAIL

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/64 BY 60290Amc/BCE/hct/ltz

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIV.

RECORDED - 72

b7C

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont ☒ \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

BAUMGARDNER

FBI, CHICAGO

11-14-55 5-50 PM

DIRECTOR, FBI AND SAC, DENVER

URGENT

CRUALSAB. [REDACTED]

AVIATION ACCIDENT DIVISION, CONTINENTAL

CASUALTY CO, CG, ADVISED TODAY THAT VICTIM DAISIE E. KING WAS NOT  
INSURED BY THAT COMPANY. INFO RE INSURANCE OF OTHER VICTIMS WILL FOLLOW.  
HOSTETTER

END AND ACK PLS

6-52 PM OK FBI WA RD

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/12/04 BY 60290 AUC BEE/NOT/12

DISC

Mr. Belmont

RECORDED - 50

CC: MR. BELMONT  
AND SUPERVISOR  
DOM. INTEL. DIVISION

b7C

3

INDEXED

## Office Memorandum • UNITED STATES GOVERNMENT

TO : THE DIRECTOR

DATE: Nov. 14, 1955

FROM : L. V. Boardman *11-15-55*

SUBJECT:

JACK GILBERT GRAHAM, with aliases  
CRASH UNITED AIRLINES DC-6  
LONGMONT, COLORADO, NOVEMBER 1, 1955  
SABOTAGE

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

[redacted] United Airlines,  
called this morning to state that he had previously made the  
observation that [redacted] of United Airlines,  
and himself had had a very high opinion of the FBI because  
of past cooperation with United Airlines.

b7C

He stated the purpose of his call this morning  
was to state that although they could not have a higher regard  
for the FBI than they previously had, our handling of instant  
matter confirmed their very high opinion.

[redacted] stated that he knows that [redacted] is  
sending a telegram to the Director concerning instant matter  
but that he, [redacted] also wanted to call me and express  
his profound appreciation. I told [redacted] that the Bureau  
very much appreciated his call.

b7C

LVB:WMJ  
(3)

EX-122

RECORDED - 50

98-43035-

NOV 16 1955

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HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 AUC/ALC/HCT/LTA

57 NOV 18 1955

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. L. V. Boardman

DATE: November 14,  
1955

FROM : Mr. A. H. Belmont

SUBJECT: JACK GILBERT GRAHAM, was  
John Gilbert Graham,  
Jack Kingcc - Mr. Nichols  
Mr. Boardman  
Mr. Belmont

b7C

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

CRASH, UNITED AIRLINES DC-6  
Flight 629  
Longmont, Colorado  
November 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/64 BY 60290 auc/BCJ/mcl/ltc

b7C

I talked to ASAC Moore of Denver about 5 p.m. today regarding developments in this case. Moore advised that USA Kelly had just called him and said that he had been talking to Mr. Olney of the Department and that it was the opinion of Olney and Kelly that Graham should be turned over to the Denver County District Attorney unless the Department can come up with some other Federal statute on which Graham can be charged. Kelly said there is a Colorado statute covering murder wherein venue would lie both in Denver County where the airplane flight started and in Greeley County where the plane crashed. As prosecution would be easier in Denver, the decision will probably be made tomorrow, November 15, to turn Graham over to Denver County authorities. As to this, I think our position should be this is up to the United States Attorney and the Department as the strongest case appears to be a murder case.

ASAC Moore said during the Civil Aeronautics Bureau inquiry the United Air Lines (UAL) set up a "mockup" which was a wooden frame of an airplane on which the various pieces of the wrecked plane were pasted to assist in arriving at a conclusion as to what happened to cause the crash. This is in custody of UAL. USA Kelly told Moore that Time and Life magazines, the wire services and local newspapers want to photograph this "mockup." ASAC Moore told Kelly this was a matter for Kelly to decide and the FBI had no comment. I think this is a correct position.

RECORDED - 50

NOV 16 1955

I asked Moore whether Kelly used Graham's confession at the hearing today. Moore said USA Kelly had the confession but did not find it necessary to bring it out during the hearing. District Attorneys Keating and Smith were present at the hearing and, according to the paper, went into a conference with USA Kelly after the hearing regarding possible filing of a murder charge. Kelly later advised the press that there had been a confession and that a decision would be made within 48 hours as to whether a murder charge would be filed.

MB:jde 11/13/55  
(5)

Kelly gave out the details of the confession as I heard it on the radio. H.

Memorandum for Mr. Boardman

I asked Moore whether the alleged [redacted] who Graham claims gave him the dynamite, was named in the confession. Moore said that [redacted] was not included in the confession. I told Moore to run out the leads on the [redacted] angle as quickly as possible in case there is publicity on that. Moore said he is convinced that Graham's story regarding [redacted] is fictitious; that Agents are running the story out b7C but have come up with absolutely no corroboration; they are pushing investigation hard.

RECOMMENDATION:

None. We are following this closely.

2/2

JH

✓

2/2

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

b7C  
DATE: November 14, 1955

FROM : MR. A. H. BELMONT

cc - Nichols  
Parsons  
Boardman  
Belmont  
Baumgardner

Boardman	<input checked="" type="checkbox"/>
Nichols	<input checked="" type="checkbox"/>
Belmont	<input checked="" type="checkbox"/>
Harbo	<input checked="" type="checkbox"/>
Mohr	<input checked="" type="checkbox"/>
Parsons	<input checked="" type="checkbox"/>
Rosen	<input checked="" type="checkbox"/>
Tamm	<input checked="" type="checkbox"/>
Sizoo	<input checked="" type="checkbox"/>
Winterrowd	<input checked="" type="checkbox"/>
Tele. Room	<input checked="" type="checkbox"/>
Holloman	<input checked="" type="checkbox"/>
Gandy	<input checked="" type="checkbox"/>

SUBJECT: JACK GILBERT GRAHAM, was  
John Gilbert Graham,  
Jack KingCRASH, UNITED AIRLINES DC-6  
Flight 629  
Longmont, Colorado  
November 1, 1955  
SABOTAGEALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 nact/ndh/etwThis is to advise of the events leading to the arrest of  
Jack Gilbert Graham for dynamiting United Airlines plane at Longmont  
Colorado, 11-1-55.

At about 6:00 p.m., 11-13-55, I called ASAC Moore at Denver. b7C  
Moore said that they began interviewing a suspect, Jack Gilbert Graham, b7C  
at 1:00 p.m., Denver time, 11-13-55. At the inception of the interview  
he was questioned in a routine manner merely as a relative of the deceased.  
His mother, Daisy King, was one of the passengers who were killed in the  
plane crash. Graham stood the benefit by inheriting a portion of her estate  
which was estimated in excess of \$150,000 and further Graham's [redacted]  
[redacted] told the Agents that Graham had taken out insurance to the  
total of \$37,700 in three policies at the airport on his mother. She said  
that Graham was the beneficiary of one of these policies. I told Moore  
to be sure and consider obtaining a waiver from Graham for a possible  
polygraph test and to keep me advised of all developments.

Moore called back at 9:30 p.m., and stated that beginning at  
6:40 p.m., Denver time, they had started interviewing Graham thoroughly  
and that they had caught him telling three different stories about an  
alleged "Christmas package" which his wife had reported that he had put in  
his mother's luggage. Graham first denied that he had put a Christmas  
present in his mother's luggage, then said that he had bought such a  
present but did not put it in her luggage. His third story was that he  
had put a Christmas package in her luggage, that it was "hot goods"  
consisting of some special knives and instruments to carve sea shells.  
It should be noted that Daisy King was going to Anchorage, Alaska. Moore  
said that Graham had given written waivers for a polygraph test and for  
consent to search his residence, automobile, truck and tool kit. I told  
him to go ahead and make these searches.

PRB:111  
(7)RECORDED-11  
77-7298-43035-1  
TO NOV 16 1955



Memorandum for Boardman

At 2:15 a.m., 11-14-55, Moore called and said Graham had admitted that he put 25 sticks of dynamite in his mother's luggage which was placed on this plane. He did this in order to collect the insurance. Moore said that they were taking a signed statement. He said that Graham had been told right along that he was not under arrest, that he was free to go and that he could have an attorney. Graham is on probation from a state charge of forgery. The search of his residence showed an insurance policy in the amount of \$37,500 taken out by Graham on his mother at the airport naming him as beneficiary. A piece of copper wire was found in his shirt pocket and some rifle cartridges were found from which the powder had been removed.

At 3:45 a.m., Moore advised that a doctor examined Graham and found him to be in good condition. Moore said the signed statement was being typed. Graham said he had been displeased with his mother who had been criticizing him because he was not making any money in operating the Crown-A Drive-In which she had bought for him in Denver. At this drive-in he had finally disconnected a gas pipe which caused an explosion at the drive-in. He was also involved in another incident wherein he put his car on the railroad tracks after he had had an automobile accident so that he could collect more insurance. Graham said that shortly after the United Airlines crash in Wyoming where 66 people were killed in early October, 1955, he met a man in a restaurant in "skid row" in Denver who was a German named [redacted]. He said he and [redacted] talked about the crash and [redacted] told him b7C he knew how to wreck a plane. After some other meetings [redacted] came to the drive-in and gave Graham 25 sticks of dynamite, some caps, a timing device, and a dry cell battery. [redacted] showed him how to hook it up. Graham does not know who [redacted] is or how to reach him.

Graham said that he kept this material in his car until 11-1-55 when his mother was to leave on the plane. He then took it out, set the timer for the maximum time of one and one-half hours, put it in his mother's luggage and took her to the airport. He and his wife had breakfast at the airport and heard, while still at the airport, that the plane had crashed. At 4:15 a.m., Moore said that among the exhibits in this case there was a piece of what appeared to be a six volt hot shot battery.

At 5:05 a.m., I called Moore and told him to call the United States Attorney to see if Graham could be held on a Federal charge. At 5:30 a.m., Moore said that USA Donald E. Kelly, Denver, authorized holding Graham under Section 2155, Title 18, United States Code, complaint to be filed today as soon as a commissioner was available. Moore said Kelly would use this as a holding means and that he thought that Graham would eventually be prosecuted on a state charge of murder and that the complaint would be dismissed. I told Moore to tell Graham he was under arrest and

Memorandum for Boardman

to see if he desired to make a written request that he stay in custody of the Agents pending the availability of a commissioner. I also told Moore to get the complaint and warrant as soon as possible.

Mr. Nichols was advised as to a press release. It should be noted that SAC Burke advised at 5:00 a.m. that Graham's [redacted] b7C [redacted] is a cousin of SA [redacted] and [redacted] Denver; however, these employees have not been close associates of their cousin.

Moore advised at 6:30 p.m., that Graham was placed under arrest at 3:42 a.m., Denver time. He executed a statement requesting that he remain in custody of the Agents rather than go to jail until a commissioner could be located. He admitted that he had experimented with a trial explosion in a trash barrel at the drive-in. Moore said that they had taken photographs of Graham and that photographs would be available at Denver for the news services within an hour or two.

At 7:05 a.m., 11-14-55, pursuant to instructions from Mr. Nichols [redacted] telephoned Moore, told him to go ahead and release to the press a statement which had previously been ok'd by Mr. Nichols and to stick to that statement. Moore was also told to advise the USA, United Airlines, and the Civil Aeronautics Board at Denver immediately. Moore advised at this time that they had recovered what appeared to be another piece of a battery, consisting of one of the terminal poles, in the crash debris. Mr. Nichols advised that he released the facts to the news services at Washington concluding his release at 7:16 a.m., 11-14-55.

ACTION:

b7C

For your information.

ADDENDUM - 11-14-55

At 9:10, ASAC Moore advised that the Commissioner's hearing is set for 10 AM before U. S. Commissioner Harold S. Oakes. Denver is running out all leads regarding Graham, including trying to locate the [redacted] I told Moore to go ahead and send discontinued teletypes to the numerous offices working on this case. Moore said he was sticking severely to the authorized press release in answering inquiries. In accordance with discussion with Mr. Nichols, I told Moore he could let the press know when the hearing is. Attached is letter to Attorney General, cc Rogers, Tompkins and Olney.

✓  
A.H. Belmont

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : A. H. Belmont

DATE: 11-14-55

FROM : W. M. Mooney

SUBJECT: JACK GILBERT GRAHAM, was  
CRASH UNITED AIRLINES DC6  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_

b7C

The Director called at 8:25 a.m. instant date and advised that he wanted a memorandum prepared to the Attorney General with copies to Deputy Attorney General Rogers, Assistant Attorney General Olney and Assistant Attorney General Tompkins concerning the captioned disaster and the fact process would be filed on the subject this morning. The Director desired that this memorandum be prepared immediately. Bureau [redacted] was immediately advised and stated the memorandum would be prepared.

b7C

Ticklers: Mr. Belmont  
Mr. Mooney

b7C

b7C

WMM:jmm  
(4)

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DATE 2/17/04 BY 60290mc/BAE/mct/A2

RECORDED-11

NOV 15 1955

NOV 17 1955

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955  
WESTERN UNION

Mr. Tolson	✓
Mr. Boardman	✓
Mr. Nichols	✓
Mr. Belmont	✓
Mr. Harbo	✓
Mr. Mohr	✓
Mr. Parsons	✓
Mr. Rosen	✓
Mr. Tamm	✓
Mr. Sizoo	✓
Mr. Winterrowd	✓
Tele. Room	✓
Mr. Holloman	✓
Miss Gandy	✓

0

BI WUL111 PD AR

BROOKLYN NY NOV 14 500PME

EDGAR J HOOVER

FBI

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 mcl/BLK/tut/vta

CONGRATULATIONS TO YOU AND YOUR AGENTS FOR SOLVING  
THAT PLANE CRASH AND THE KILLING OF ALL THOSE PEOPLE  
WHAT KIND OF A SAVAGE IS HE?

[Redacted Box]

547P.

b7C

COPIES DESTROYED  
284 MAR 1 1961

④ HEN

RECORDED - 50

98-43025-

8 NOV 16 1955

59 NOV 17 1955

EX-122

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Nichols *2/1*DATE: November 15,  
1955FROM : M. A. Jones *MAJ*SUBJECT: CONGRATULATORY TELEGRAM  
DATED 11-14-55 RECEIVED  
FROM [REDACTED]

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

*File*  
*11-16*

*Crimesab*

b7C

The Bureau is in receipt of a telegram dated 11-14-55 from [REDACTED] congratulating the Director and Bureau Agents for solving the United Airlines plane crash. [REDACTED] also asks, "What kind of a savage is he?" apparently referring to the subject who caused the crash.

Bufiles contain no record of [REDACTED] and the Brooklyn telephone directory reflects four individuals by that name. It is noted that no street address was given on the incoming communication.

RECOMMENDATION:

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60290 auc/BCE/MLT/vta

That the incoming not be acknowledged.

HEH:jfm  
(2)

RECORDED - 50

98-43035 - *ma*

CRIMINAL

*QB*

*5*  
*NOV 18 1955*

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

0-9-

To: COMMUNICATIONS SECTION.

NOVEMBER 15, 1955 TELEGRAM

Transmit the following message to:

HONORABLE BERT M. KEATING  
DISTRICT ATTORNEY  
DENVER, COLORADO

I WANT TO ASSURE YOU THAT THE COMPLETE INVESTIGATIVE AND  
SCIENTIFIC FACILITIES OF THE FBI ARE AVAILABLE TO YOU IN THE  
HANDLING OF THE PROSECUTION OF JOHN GILBERT GRAHAM AND I AM  
ASKING MY PERSONAL REPRESENTATIVE IN DENVER TO IMMEDIATELY  
CONTACT YOU TO GO OVER ALL FACTS DEVELOPED TO DATE AND TO  
ARRANGE TO CONDUCT SUCH ADDITIONAL INVESTIGATION AS YOU FEEL  
IS NECESSARY TO THE END THAT JUSTICE CAN BE RENDERED AND  
RENDER SUCH ASSISTANCE AS IS NECESSARY TO INSURE THE FULFILLMENT OF JUSTICE.  
SINCERELY,

JOHN EDGAR HOOVER  
DIRECTOR  
FEDERAL BUREAU OF INVESTIGATION

cc - Mr. Boardman  
Mr. Belmont

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/27/04 BY 60220 A. J. B. E/M/LT/vt

LBN:fc  
(5)

Cover memo to Mr. Tolson from L. B. Nichols, LBN:fc, 11/15/55.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

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U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 15 1955

WESTERN UNION

RECORDED - 50

15 NOV 15 1955

INITIALED  
DIRECTOR'S OFFICE

SENT VIA

M

Per

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

2/17/04

60290 nuc/BCE/MLT/LTA

NOV 10 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI, SEATTLE

11-10-55

6-47 PM PST

REP

DIRECTOR, FBI AND SAC, DENVER U R G E N T  
UNSUB, EXPLOSION OR CRASH OF UAL PLANE 11/3/55.  
CRUAL, SABOTAGE. RE DENVER TEL NOVEMBER NINE, LAST. INQUIRIES MADE

OF UAL OFFICIALS AND FELLOW EMPLOYEES, SEATTLE, CONCERNING [REDACTED]

[REDACTED] REVEAL THAT [REDACTED] FLEW TO DENVER AT UAL-S SUGGESTION TO BE  
INTERVIEWED FOR NEW POSITION. ALL INTERVIEWED ADVISE [REDACTED] WAS CON-

SCIENTIOUS WORKER WHO WAS WELL LIKED BY HIS SUPERVISORS AND FELLOW  
EMPLOYEES. NO ONE HAD IMPRESSION [REDACTED] WAS ANTAGONISTIC OR POSSESSED

[REDACTED] APPARENTLY HAD HAPPY AND NORMAL HOME LIFE.

VICTIM [REDACTED] WAS CARRYING LARGE LIGHT TAN TWO-SUITER  
TYPE SUITCASE, SMOOTH FINISH LEATHER, GOLD INITIALS "ELH" ON SIDE NEAR  
HANDLE. HAD NO OTHER BRIEFCASE OR PACKAGES WITH HIM. VICTIM [REDACTED]

[REDACTED] WAS CARRYING ONE LIGHT TAN TWO SUITER TYPE SUITCASE, SMOOTH  
LEATHER FINISH, RATHER BEATEN APPEARANCE, GOLD INITIALS "FFH" STAMPED  
UNDER DOUBLE HANDLES, SWEATED BADLY AND STAINED ON INSIDE LINING.  
CONTAINED TWO COAT HANGERS WITH METAL FOLDING HOOKS AND WOODEN RAILS.

FOR THE BUREAU-S INFO, [REDACTED] A CONFIDENTIAL  
SOURCE AND SAC CONTACT, ADVISED THAT LIFE MAGAZINE IS GOING ALL OUT IN  
ITS COMING ISSUE WITH LARGE DETAILED STORY OF INSTANT PLANE CRASH.

END ACK IN O PLS

WA 9-54 PM OK FBI WA WS

DN OK FBI [REDACTED] Belmont

DISC PLS

CC: MR. BELMONT  
AND  
DOM: INTEL. DIVISION

RECORDED-35

18 NOV 16 1955

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60290 mce/ACE/MLT/ltz

98-43035-89  
**CHANGED TO**  
62-85448-10

DEC 1 1955

---

*[Signature]*

---

*[Signature]*



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

TELETYPE

Mr. Tolson	
Mr. Boardman	
Mr. Nichols	
Mr. Belmont	✓
Mr. Harbo	
Mr. Mohr	
Mr. Parsons	
Mr. Rosen	✓
Mr. Tamm	
Mr. Sizoo	
Mr. Winterrowd	
Tele. Room	
Mr. Holloman	
Miss Gandy	

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 3/17/04 BY 60390 mcl/BCE/MLT/vtr

WA 7 FROM NY

14

5-41PM

DIRECTOR

URGENT

CRUELSAB. [REDACTED] ASSOCIATED AVIATION UNDERWRITERS, NYC,  
ADVISES THAT A REPRESENTATIVE OF INSUROGRAPH MACHINES HAS ADVISED  
HIM THAT POLICIES WRITTEN ON PASSENGER DAISIE KING ALLEGEDLY BY  
JACK GRAHAM, HER SON, WHO HAS BEEN ARRESTED BY DENVER IN INSTANT  
MATTER, WERE WRITTEN BY TELETRIP OF MUTUAL BENEFIT OF OMAHA. FROM  
INFO FURNISHED PREVIOUSLY BY DENVER, THESE CONSIST OF THREE  
POLICIES, TWELVE THOUSAND FIVE HUNDRED DOLLARS APIECE, OBTAINED  
BY GRAHAM POSSIBLY NOV ONE LAST AND NAMED GRAHAM AND [REDACTED]

b7C

[REDACTED] AND [REDACTED] AS BENEFICIARIES. OMAHA  
ENDEAVOR LOCATE POLICIES AND NOTIFY INSURANCE REPRESENTATIVES TO  
RETAIN FOR POSSIBLE HANDWRITING EXAMINATION IF NEEDED AT FURTHER  
DATE. DENVER ADVISE OMAHA ANY ADDITIONAL INFO NECESSARY TO LOCATE.

KELLY

RECORDED-35

DN AND OM ADVISED

END AND ACK

Mr. Belmont

98-243035  
20 NOV 17 1955

NY R 7 WA WS

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

TU DIS

NOV 21 1955

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: November 14, 1955

FROM : L. B. Nichols

SUBJECT: JOHN GILBERT GRAHAM  
SABOTAGE OF AIRCRAFT  
LONGMONT, COLORADA  
NOVEMBER 1, 1955

Tolson ✓  
Boardman ✓  
Nichols ✓  
Belmont ✓  
Harbo ✓  
Mohr ✓  
Parsons ✓  
Rosen ✓  
Tamm ✓  
 Sizoo ✓  
Winterrowd ✓  
Tele. Room ✓  
Holloman ✓  
Gandy ✓

SAC Bill Williams of Springfield, Illinois, phoned at 6:40 pm tonight advising that Mr. C. B. Gordon of Television Station WICS, Springfield, had just contacted him advising that Gordon had been talking to USA <sup>b7C</sup> y at Denver about the above-captioned matter and on his program tonight, after discussing the airplane crash case with Kelly, Gordon wanted SAC Williams and USA Stoddard of Springfield to come on the program to discuss how the Bureau works in a major case such as that involving Graham.

Williams was told to decline and to tell Gordon he was unable to be of any help to him in this particular instance and that he would be glad on some other occasion to work out a program discussing the Bureau's activities but that he was just not able to be of any help to him tonight.

Obviously this is an attempt to draw into the Springfield area some local interest in the Bureau's solution in this important case and by implication to tie in the Springfield Office which has had no part in the solution of this matter. Williams stated he had another commitment anyway tonight and would accordingly decline.

cc: Mr. Boardman  
Mr. Belmont  
JJM:arm  
(4)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 AUC/BCE/MUT/vs

*jm*  
*We do not intend to make a circus out of this case.*

RECORDED-35  
INDEXED-35

98-43035-  
10 NOV 16 1955

NOV 21 1955

RECORDED-35  
INDEXED-34

November 15, 1955

b7C

EX-100



ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 auc/OLE/MLT/ltz

Dear

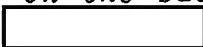


I deeply appreciated receiving your wire of November 14, relative to the FBI's work in connection with the United Airlines plane crash on November 1, 1955.

Your thoughtfulness means a great deal to each of us in the FBI, and I sincerely trust that our efforts in the future will continue to deserve your confidence.

Sincerely yours,

J. Edgar Hoover

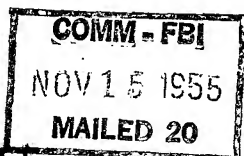
NOTE: On the basis of available information,  is not identifiable in Bufiles.

b7C

ADDRESSES PER DIRECTORIES.

HPL:jfm  
(3)

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_



NOV 21 1955

RECEIVED  
NOV 15 2 22 PM '55  
FBI  
RECEIVED READING ROOM

Jfm  
jfm

2/16

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 AND BCF/MLT/vr

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

WESTERN UNION

Mr. Tolson	✓
Mr. Boardman	✓
Mr. Nichols	✓
Mr. Belmont	✓
Mr. Harbo	✓
Mr. Mohr	✓
Mr. Parsons	✓
Mr. Rosen	✓
Mr. Tamm	✓
Mr. Sizoo	✓
Mr. Winterrowd	✓
Tele. Room	✓
Mr. Holloman	✓
Miss Gandy	✓

0

BI WU E081 PD

SHORT HILLS NJER NOV 14 326PME

J EDGAR HOOVER

FEDERAL BUREAU OF INVESTIGATION

CONGRATULATIONS ON THE WORK OF YOUR DEPARTMENT IN THE  
UNITED AIRLINES CASE

[Redacted Box]

418P.

RECORDED-35

91-4-62-b7C

NOV 14 1955

COPIES DESTROYED  
284 MAR 1 1961

CRIME REC

11-15-55  
HPK

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson *V*DATE: Nov. 14, 1955 *V*FROM : L. B. Nichols *LBN*

SUBJECT:

*crualsab*

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60290 AUC/BCE/MLT/UTZ

*V*

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

b7C

called on the morning of November 14, 1955, and stated that he couldn't have been happier in reading the news of the solution of the United Air Lines crash than if someone had given him a thousand dollars and he asked that his thoughts be conveyed to the Boss. I told him I would be glad to convey his thoughts to the Boss.

LBN:arm  
(2)

*V* *von*

RECORDED-35

98-43035-

NOV 16 1955

71 NOV 22 1955

CRIME REC.

## F.B.I. RADIOGRAM

DECODED COPY

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 [signature]

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FROM ANCHORAGE 11-14-55 NR 142330 7:35 PM

DIRECTOR AND SAC DENVER URGENT

CRUALSAB. RE DENVER AIRTEL NOVEMBER 12 LAST AND RADIO  
NOVEMBER 14. [redacted] NORTHERN LIGHTS,  
BLVD, SPENARD, ALASKA, INTERVIEWED BY SA [redacted] AND  
ASAC KARL W. DISSLY TODAY. [redacted] ADVISED [redacted]  
[redacted] TWO CARTONS AND TWO SUITCASES BY UAL AIRBILL DATED  
OCTOBER 31 LAST. CARTONS CONTAINED ONE HUNDRED ROUNDS OF  
TWENTY TWO CALIBER AMMUNITION. CHILDRENS CLOTHES AND PERSONAL  
EFFECTS. [redacted] ADVISED [redacted] FIRST DISCUSSED TRIP TO  
ALASKA IN JULY 1955. HE STATED NO LETTER RECEIVED FROM [redacted]  
[redacted] ADDRESSED TO [redacted] IMMEDIATELY PRIOR TO OR SUBSEQUENT  
TO ACCIDENT AND NO NOTICE OF RECENT AIR INSURANCE RECEIVED.  
[redacted] ADVISED [redacted] CUSTOMARILY TOOK OUT AIR INSURANCE b7C  
[redacted] MAKING [redacted] BENEFICIARY. HE EXHIBITED PREVIOUS  
INSURANCE APPLICATION COVERING AIR TRIP OF [redacted] FROM CHICAGO  
ON OCTOBER 6 LAST WHICH HE STATED WAS IN THE HANDWRITING OF [redacted]  
[redacted] STATES HAD NO INFORMATION [redacted] WAS ON  
NOVEMBER 1 FLIGHT UNTIL PHONE CALL RECEIVED FROM JACK GRAHAM ADVISING  
OF ACCIDENT. [redacted] STATED RECEIVED PHONE CALL FROM HIS [redacted]  
4:00 AM TODAY, ANCHORAGE TIME, ADVISING OF GRAHAM-S ARREST AND  
HAD NO PREVIOUS SUSPECTION THAT HE HAD SABOTAGED PLANE. HE STATED  
GRAHAM MAY HAVE BEEN APPREHENSIVE SINCE [redacted] WAS CONSIDERING  
INVESTING IN A BUSINESS IN ALASKA. DENVER ADVISE WHETHER UAL  
WAYBILL AND PREVIOUS AIR INSURANCE APPLICATION DESIRED.

RECEIVED: 11-14-55 7:45 PM

HL 98-43035-

RECORDED-5

DENVER ADVISED VIA SAN DIEGO

2 NOV 17 1955

CC: MR. BELMONT  
AND [redacted]  
DOM. INTEL. DIVISION

Mr. Belmont

If the intelligence contained in the above message is to be disseminated  
outside the Bureau, it is suggested that it be suitably paraphrased in  
order to protect the Bureau's cryptographic systems.

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

To: COMMUNICATIONS SECTION

NOVEMBER 2, 1955

Transmit the following message to:

SAC  
DENVER

URGENT

G.I.R.-6

IDENTIFICATION

*Direct*  
CRASH OF JAL PLANE LONGMONT, COLORADO NOV. FIRST INSTANT. ATTENTION  
*United Airlines*  
ASSISTANT DIRECTOR QUINN TAMM. ENVELOPE CONTAINING FINGERPRINTS FOR  
COMPARISON WITH BODIES OF PASSENGERS CAPTIONED FLIGHT LEFT HERE FIVE  
THIRTY PM EST VIA UAL FLIGHT NO. SIX ELEVEN. UNITED MADE ALL  
ARRANGEMENTS AND PRINTS MAYBE PICKED UP FROM SUPERVISOR OF PASSENGER  
SERVICE UPON ARRIVAL THERE TEN FORTYFIVE PM MST. MORE PRINTS BEING  
SENT SAME MANNER ON FLIGHT FIVE NAUGHT THREE FROM CHICAGO, DUE TO  
ARRIVE THERE SIX FIFTYFIVE AM MST NOV. THIRD NEXT. SAME ARRANGEMENT  
WILL BE MADE AND SAME CONTACT SHOULD BE MADE IN DENVER BY YOU. UNLESS  
CONTRARY  
ADVISED TO ~~RESEARCH~~ THOSE ON LAST FLIGHT WILL COMPLETE OUR SEARCH HERE.

HOOVER

TELETYPE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60296 mdb/CEH/utp

CLT-WRF *ORF*

(4)

RECORDED - 74

~~RECORDED~~

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 2 1955

TELETYPE

12 NOV 3 1955

M

Per

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 2 1955

TELETYPE

FBI, CHICAGO

11-2-55 7-54 PM

RPN

DIRECTOR, FBI

U R G E N T

IMMEDIATE ATTN..

IDENTIFICATION DIVISION

CRASH UAL DC SIX, FLT. SIX TWO NINE, LONGMONT, COLO.

SABOTAGE. RECGTEL CALL TO [REDACTED] AT BUREAU, THIS DAY  
SUBSEQUENT TO RETEL CALL, [REDACTED]

UAL, CG, FURNISHED FOLLOWING ADDITIONAL INFO CONCERNING  
VICTIM..

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 12/1/04 BY 60390 auc/nle/mlt/lr

ORPHAN, DOB [REDACTED]

[REDACTED] IN IOWA, [REDACTED] LBS,

LAME HIP DUE TO DRY HIP BONE., [REDACTED] TWO ONE TWO

W. THIRTY FOUR ST, VANCOUVER, WASH., FOSTER PARENTS.. LUCIUS  
H. HUKINS AND MARY HELENA, BOTH DECEASED.

[REDACTED] ADVISED THAT THE FOLLOWING PERSONS HAVE BEEN  
POSITIVELY IDENTIFIED AT THE SCENE OF THE CRASH..

FOUR TWO SIX., [REDACTED] ALSO CREW MEMBERS

OFFICER.

RECORDED - 86

20 NOV 4 1955

HOSTETTER

CORR SXXXLINE 6 THIRD WORD HSRXXXX [REDACTED] DISREGARD J

ONLY THE LETTER J

END ACK PLS Mr. Belmont

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

WA 9-0000 OK FBI WA PC

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

BAUMGARDNER



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60390/mc/bcl/hut/ma

NOV 9 1955

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Belmont  
Mr. Nichols  
Mr. Rosen  
Mr. Tamm  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

b7C

SAC, DENVER

11-9-55

6-50 PM MST

WWW

DIRECTOR, FBI, AND SACS BALTIMORE, BIRMINGHAM, DETROIT, KANSAS CITY,  
PORTLAND, SAN FRANCISCO, AND SEATTLE  
UNSUB, EXPLOSION OR CRASH OF UAL PLANE 11-3-55, SABOTAGE.  
CRUAL, SABOTAGE. REMYTEL NOVEMBER EIGHT INSTANT. REQUEST THAT DURING  
BACKGROUND INVESTIGATION OF ALL VICTIMS BOARDING PLANE AT DENVER, COLO.,  
NAMELY, [REDACTED]

b7C

FAY ELLIS

AMBROSE, A COMPLETE DESCRIPTION OF ALL LUGGAGE, BRIEF CASES,  
AND PACKAGES BELIEVED CHECKED OR CARRIED AS BAGGAGE BY SUCH  
VICTIMS BE ASCERTAINED FROM RELATIVES AND OTHERS POSSESSING  
KNOWLEDGE. POSSIBLE EXPLOSIVE CONTENTS OF ANY SUCH BAGGAGE  
SHOULD BE ASCERTAINED. DESCRIPTION OF SUCH BAGGAGE SHOULD  
INCLUDE IDENTIFICATION TAGS, POSSIBLY ATTACHED THERTO, AND  
SHOULD BE FURNISHED DENVER EXPEDITIOUSLY BY TELETYPE OR AIRTEL. NOV 17 1955  
ALL THIS BAGGAGE CONTAINED IN CARGO PIT FOUR WHERE EXPLOSION  
ALLEGEDLY OCCURRED. MOST OF SAME IS IN BADLY DESTROYED

END PAGE ONE

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM

b7C

PAGE TWO

CONDITION, BUT EFFORTS WILL BE MADE TO IDENTIFY AND EXAMINE SUCH REMAINS INDIVIDUALLY ON BASIS OF DESCRIPTIONS FURNISHED. UAL HAS MADE IDENTIFICATION OF CONSIDERABLE LUGGAGE AND EVEN RETURNED SOME TO FAMILIES OF VICTIMS, BUT PURPOSE OF THIS INQUIRY IS ATTEMPT TO TRACE THOSE PIECES NOT YET IDENTIFIED OR ENTIRELY MISSING. CAREFUL REVIEW OF ALL CANCELLATIONS AND ~~QUOTE~~ NO SHOWS ~~UNQUOTE~~ FOR INSTANT UAL FLIGHT SIX TWENTYNINE, NOVEMBER ONE, HAS BEEN MADE AND BACKGROUND INVESTIGATION INITIATED BY SEPARATE COMMUNICATIONS ON ALL LATE OR QUESTIONABLE CANCELLATIONS WITH DESTINATION PORTLAND OR SEATTLE. RE SEATTLE TEL THIS DATE CONCERNING PASSENGER FAY ELLIS AMBROSE. INQUIRY OF FOUR UAL OFFICIALS, DENVER, WHO CONVERSED WITH AND INTERROGATED AMBROSE RELATIVE NEW ASSIGNMENT, OF IMPRESSION THAT HE WAS NEITHER ENTHUSIASTIC OR ANTAGONISTIC, THAT HE WAS MATURE, AND EXPRESSED NO DISAPPOINTMENT AS HE WAS NEITHER AFFIRMED OR DENIED THE PROMOTION, BUT RATHER HE ASKED FOR TIME TO CONSIDER SAME AND DISCUSS WITH HIS WIFE. NO EVIDENCE OF

b7C

[REDACTED] EXHIBITED WHILE IN DENVER. [REDACTED]

[REDACTED] UNITED PRESS, TODAY TELEPHONICALLY ADVISED THAT THERE WAS A RUMOR PREVALENT IN WASHINGTON, D. C., ALLEGEDLY ORIGINATING WITH FLIGHT ENGINEERS UNION THAT TWO BOXES OF CORDITE WERE LOADED ONTO FLIGHT SIX TWENTYNINE AT DENVER.

END PAGE TWO

PAGE THREE

INQUIRY OF UAL OFFICIALS AND CHECK OF CARGO MANIFEST FAILED TO VERIFY THIS FACT TO DATE. PRELIMINARY INVESTIGATION INTO DENVER PASSENGER, DAISIE KING, REFLECTS SHE HAS [REDACTED] ~~PAREN~~ [REDACTED] ~~END PAREN~~ [REDACTED] WHO IT IS ALLEGED HAS RECORD FOR PASSING WORTHLESS CHECKS AND IS SUSPECTED OF HAVING CAUSED DAMAGE TO ~~QUOTE~~ "DAIRY DRIVE IN" ~~QUOTE~~ ESTABLISHMENT PURCH<sup>b7C</sup> FOR HIM BY MOTHER, AS WELL AS ALLEGED TO HAVE CAUSED WRECK OF NEW CHEVROLET TRUCK BY LEAVING ON RAILROAD TRACKS TO BE DEMOLISHED AT ONE TIME. SAFETY DEPOSIT BOX OF [REDACTED] OPENED TODAY BY STATE TAX AUTHORITIES AND DETERMINED TO CONTAIN INNOCOUS BUSINESS PAPERS, NONE OF WHICH SHED ANY LIGHT ON MOTIVE FOR HOMICIDE. EXTENSIVE INVESTIGATION BEING CONDUCTED OF GRAHAM AND BUREAU WILL BE KEPT ADVISED OF UNUSUAL DEVELOPMENTS. BUREAU REQUESTED FORWARD AMSD IDENTIFICATION RECORD OF JACK GILBERT GRAHAM, DENVER PD NO. THREE FIVE EIGHT EIGHT NAUGHT, WMA, BORN JANUARY TWENTYTHREE, THIRTYTWO, AT DENVER, ARRESTED DENVER NOVEMBER SEVENTEEN, FIFTYFIVE, ON CHARGE OF FORGERY.

BURKE

END AND ACK IO PLS

WA 9-04 PM OK FBI WA MES

BA OK FBI BA BB

BH

OK FBI BH HEP

EEZ

DE STHIS IS FBI DE 0711

DE PLS ACK CORRECTLY

DE34 I OK FBI DE CWVM

Called Ident

[REDACTED]

b7C

KC OK FBI KC JWW

PD OK FBI PD DA

SF OK FBI SF LDS

SE OK FBI SE REP

TU DISC

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. D. J. PARSONS

b7C

DATE: 11-13-55

FROM : [REDACTED]

SUBJECT: CRUALSAB

Following telephone conversations occurred while SA [REDACTED] was on night supervisory duty, 11-13-55:

b7C

4:50 PM

ASAC MOORE, Denver, said wife of JACK GRAHAM, son of UAL passenger DAISY KING, advised GRAHAM had placed a Christmas package in his mother's luggage before she boarded instant plane. Wife says she saw and held package. GRAHAM denied.

ASAC MOORE said he is presently interviewing GRAHAM. He requested SA [REDACTED] be asked if he could state what type explosive was used in the plane, if any. Also requested [REDACTED] be advised that the little brass wheel which [REDACTED] saw and gave to SA [REDACTED] in Denver has been identified as coming from a Westclox travel alarm clock.

4:52 PM

SA [REDACTED] advised of above. He said, "No residue of the particular explosive itself has been found. Those residues which were found are consistent with those to be expected if a dynamite containing sodium nitrate had been exploded in the plane". [REDACTED] suggested clearance with Division 5 prior to relaying this info to Denver.

5:04 PM

Call placed for SA [REDACTED] who is handling this case.

5:12 PM

SA [REDACTED] called to re-word his previous statement. He said, "No trace of nitroglycerin or other high explosive has been found. Those residues which were found are consistent with those to be expected if a dynamite containing nitroglycerin and sodium nitrate, a very common type of dynamite, had been exploded in the plane".

RECORDED - 72

92-42035-

NOV 17 1955

LGH/

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/12/04 BY 60290 AUC/SEC/MLT/ltr

124

INT. SEC.

SEVEN

5:15 PM

SA [ ] advised of above. He knew of no reason not to send this info to Denver at this time. He suggested advising BELMONT of these recent developments.

b7C

5:17 PM

BELMONT advised. He knew of no reason not to send this info to Denver at this time. Said to tell ASAC MOORE to develop fully background of JACK GRAHAM; to determine if GRAHAM has purchased or had access to dynamite.

5:27 PM

ASAC MOORE was advised of foregoing. I quoted to him [ ] statement in the 5:12 PM entry above. In response to BELMONT's instructions, MOORE said full background on GRAHAM was in teletype submitted yesterday.

b7C

1-120 (1-17-55)

FEDERAL BUREAU OF INVESTIGATION  
IDENTIFICATION DIVISION

11/10, 1955

BUREAU

___ Director	___ Mr. Belmont	___ Mr. Holloman
XXX Mr. Tolson	___ Mr. Harbo	___ Mr. Sizoo
___ Mr. Boardman	___ Mr. Mohr	___ Mr. Renneberger
___ Mr. Nichols	___ Mr. Parsons	___ Mr. M.A. Jones
	___ Mr. Rosen	___ Mr. D.J. Brennan
	___ Miss Gandy	___ Ch. Clerk's Off.
___ WASHINGTON FIELD		___ Personnel Files

IDENTIFICATION

___ Mr. Tamm	___ Miss LoMedico	___ Messengers
___ Mr. Trotter	___ Mr. Masters	___ Photo Lab
___ Mr. Anderson	___ Mrs. McNeely	___ Room 3201 (Tech)
___ Mr. Engert	___ Mr. Nolan	___ Room 5208 (CI)
___ Mr. Harris	___ Mr. Norton	
___ Mr. Hottel	___ Mr. Ritz	___ Please see me
___ Mr. Creighton	___ Mr. Row	___ Please phone me
___ Mr. Blase	___ Mrs. Sisson	___ For appro action
___ Mrs. Colliflower		___ For your info
___ Miss Dawson	___ Mrs. Stotler	___ Pls. note & ret
___ Mr. Deiss	___ Mrs. Olson	___ Pls. file special
___ Mr. Granger	___ Mrs. Poland	
	___ Miss Hines	

Room

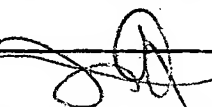
b7C

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/19/04

BY 60290 AUC/BCE/MCT/VA



C. L. TROTTER

Room 4131 - Ext. 2222

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT

DATE: November 14, 1955

Tolson	✓
Boardman	✓
Nichols	✓
Belmont	✓
Harbo	
Mohr	
Parsons	
Rosen	
Tamm	
Sizoo	
Winterrowd	
Tele. Room	

FROM : R. R. Roach

SUBJECT: CRASH OF UNITED AIRLINES PLANE  
IN COLORADO, NOVEMBER 1, 1955*Cruikshank*While at the White House this morning (11/14/55)  
of the Liaison Section talked to [redacted]

[redacted] White House

b7C Detail; and [redacted] of the White House Staff. All of these men mentioned learning about the FBI's solving the crash of the United airliner case and expressed to [redacted] their opinion of the "wonderful job" done by the Bureau. Each one spoke in glowing praise of the Bureau's investigative operations.

ACTION:

None. For your information.

OHB:lw  
(5)

1-Mr. Belmont  
1-Mr. Baumgardner  
1-[redacted]  
1-Liaison Section Tickler

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/64 BY 60290 [redacted]

RECORDED - 72

98-42035  
NOV 17 1955

NOV 21 1955



## Office Memorandum • UNITED STATES GOVERNMENT

TO : The Director

DATE: 11-14-55

FROM : L. V. Boardman *Be 11-15-55*

SUBJECT:

JACK GILBERT GRAHAM, with aliases  
 CRASH UNITED AIRLINES DC 6  
 LONGMONT, COLORADO, NOVEMBER 1, 1955  
 SABOTAGE

Tolson \_\_\_\_\_  
 Boardman \_\_\_\_\_  
 Nichols \_\_\_\_\_  
 Belmont \_\_\_\_\_  
 Harbo \_\_\_\_\_  
 Mohr \_\_\_\_\_  
 Parsons \_\_\_\_\_  
 Rosen \_\_\_\_\_  
 Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
 Winterrowd \_\_\_\_\_  
 Tele. Room \_\_\_\_\_  
 Holloman \_\_\_\_\_  
 Gandy \_\_\_\_\_

b7C After admission was received from Graham reflecting that a time bomb had been placed in the luggage of Mrs. Daisy King, subject's mother, I talked with [redacted] in the Laboratory and ascertained that there had been recovered at the scene of the wreck remnants of a dry cell battery plus a clock wheel. I asked [redacted] whether any other items reflecting a bomb explosion had been recovered and he stated that that was all they had observed.

b7C After discussing the situation with [redacted] he felt that it would be desirable to return to Denver to re-examine the debris stored in the airplane hangar. He pointed out that since it was specifically known that a time bomb had been placed in the plane, further examination might be more fruitful.

b7C After discussing the matter with Mr. Belmont, I instructed [redacted] to catch the first available plane for Denver. He departed Washington, D. C., via United Airlines, 8:45 A.M., November 14, 1955, with arrival time 2:00 P.M., Denver.

LVB:WMJ  
 (3)

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/19/04 BY 60320 and 60321/12

RECORDED - 72

98-43085-  
6 NOV 17 1955

63 NOV 22 1955

39PM

November 10, 1955

INTERESTING FINGERPRINT IDENTIFICATIONS

PLANE CRASH NEAR LONGMONT, COLORADO

*file 4*  
*mv*

Shortly after six o'clock in the evening of November 1, 1955, a United Air Lines DC 6B plane left Stapleton Field at Denver, Colorado, for Seattle, Washington. The forty-four persons aboard the luxurious airliner included five crew members and thirty-nine passengers, one of whom was an infant. About ten minutes after leaving Denver all of these people were killed instantly as the plane crashed on a sugar beet farm near Longmont, Colorado. Witnesses to the crash claimed the plane exploded, scattering bodies and parts of the plane over a two square mile area.

Almost immediately, United Air Lines officials requested the services of the Federal Bureau of Investigation to assist in identifying the victims of the crash. Since the FBI is always ready to render assistance in the identification of victims in disasters of this type, fingerprint experts were promptly sent to the crash scene.

As the bodies were recovered they were taken to Greeley, Colorado, and placed in a temporary morgue set up in the National Guard Armory. Before the arrival of the FBI fingerprint experts, nine of the bodies were identified by relatives and friends or by personal effects

JRR: sal

(5)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60306/mcl/mcl/42

NOT RECORDED

8 NOV 18 1955

98-45095-

21 NOV 21 1955

and had been removed from the armory. The remaining thirty-five bodies were fingerprinted and twenty-one, or 60% of those fingerprinted, were positively identified with fingerprints contained in the vast files of the FBI.

All of the twenty-one persons thus identified had been fingerprinted for various reasons during their lifetime and their fingerprints were placed among 109,700,000 others in the noncriminal section of the FBI fingerprint files. A husband and wife, who were from Canada, were identified with fingerprints taken when they applied for U. S. naturalization in September 1954. The crew members were identified with fingerprints forwarded to the FBI by United Air Lines officials, five passengers were identified with fingerprints taken during their service in the Air Force, Army, and Navy, six had been fingerprinted by reason of employment in defense plants during World War II, two had been U. S. Government employees, and one victim was fingerprinted in 1941 and had requested that his fingerprints be placed in the FBI files for personal identification.

Among the fourteen victims printed and not identified by fingerprints, two were men and twelve were women. All of these were subsequently identified by relatives or personal effects.

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: November 14, 1955

FROM : L. B. Nichols *LBN*SUBJECT: JOHN GILBERT GRAHAM  
SABOTAGE

Tolson	<input checked="" type="checkbox"/>
Boardman	<input checked="" type="checkbox"/>
Nichols	<input checked="" type="checkbox"/>
Belmont	<input checked="" type="checkbox"/>
Harbo	<input type="checkbox"/>
Mohr	<input type="checkbox"/>
Parsons	<input type="checkbox"/>
Rosen	<input type="checkbox"/>
Tamm	<input type="checkbox"/>
Sizoo	<input type="checkbox"/>
Winterrowd	<input type="checkbox"/>
Tele. Room	<input type="checkbox"/>
Holloman	<input type="checkbox"/>
Gandy	<input type="checkbox"/>

b7C For record purposes, at 9:00 a.m. on the morning of November 14, 1955, [redacted] of the Bureau of Safety, Civil Aeronautics Board (CAB), called to advise he had heard on a newscast of the solution of the United Air Lines plane crash; that they were a little bit concerned and wondered if there was any information. I confirmed the story to him and told him our people in Denver were in touch with their people in Denver. He wondered if we had a substantial case. I told him this would depend on later developments which might develop during the arraignment but that there was no question as to having a substantial basis for the statement. I told him that we were making no announcement but for his confidential information, Graham had given us a confession; that this could not come out until in a judicial procedure.

Later on in the morning of the 14th, [redacted] of CAB, called to advise that Secretary Weeks had heard the announcement on the radio and was wondering what the developments were. I confirmed the story to him and told him that while the fact had not been given out and could not be made public until judicial proceedings which might be at the arraignment that Graham had confessed.

cc: Mr. Boardman  
Mr. Rosen  
LBN:arm  
(4)

RECORDED - 72

98-43035-1

NOV 17 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 6090 AUC/ALH/HZ

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT

DATE: Nov. 15, 1955

FROM : MR. J. A. SIZOO

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/12/01 BY 60300 am / Bce / m / d / n

SUBJECT: JACK GILBERT GRAHAM, with aliases  
CRASH - UNITED AIRLINES, DC-6  
LONGMONT, COLORADO, NOVEMBER 1, 1955  
SABOTAGE

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

ASAC Roy K. Moore of the Denver Office called at 2<sup>55</sup> PM concerning the captioned matter as he had some items he thought possible Bureau interest. b7C

He said Denver Office was making some progress in connection with their efforts to locate the place where Graham bought the timer. There have been no significant developments, however, in connection with the location of his source for dynamite sticks. With reference to the timer, Moore said inquiry at the Ryal Electric Supply Company 500 Lincoln Street, Denver, disclosed that [redacted] identified the photograph of Graham as the man who placed an order for a timer in October 1955 giving the name "Jack" and a phone number at which he could be contacted when the timer arrived. The phone number was that of Graham's residence. The timer arrived on October 26th and was picked up by an individual identified by Grandy as Graham and two days later this person returned the timer, trading it for a different one. In addition to Grandy, three other employees of the Ryal Electric Supply Company identified Graham from photographs as the person who purchased the timer. b7C

Moore also stated that several inquiries had been made by relatives of the deceased passengers asking if the luggage of such passengers could be made available to them. United Airlines has been holding such baggage as of possible interest in connection with the investigation. Moore said USA Kelly had informed United Airlines today that as far as the Government was concerned, the baggage could be released to relatives.

Moore mentioned that the Rocky Mountain News for this morning carried considerable detailed information concerning this case and included in the material were some statements that Moore thought might have come from the signed statement taken from Graham. Moore said he mentioned this to the United States Attorney who denied that any information had been made available from the statement. Moore advised that the Denver Office has released no information other than that previously authorized by the Bureau and that the Rocky Mountain News article closes with the comment that Moore and Burke declined to discuss the case in detail and refused to confirm or deny that a signed statement had been taken from Graham.

JAS:mn

cc - Mr. Boardman

Mr. Nichols

Mr. Belmont

Mr. Baumgardner

Mr. Sizoo

RECORDED - 12

98-42035-1

b7C

Mr. Sizoo to Mr. Belmont

Moore further advised that USA Kelly had discussed this case with Warren Olney of the Department yesterday and Kelly advised that the defendant would be turned over to the Denver City and Denver County authorities for prosecution in state court and -that USA Kelly had so advised Bert Keating, local district attorney. After receiving this information from Kelly, Keating called Moore and discussed the case briefly asking, among other things, for the names of some of the key Agents in this case. Moore gave him his own name and that of Special Agents [redacted] and [redacted] of the Denver Office who investigated the case and [redacted] of the Laboratory. He advised that no request, however, was made for any evidence which the Bureau might have in this case, but Moore said he expected to receive such a request shortly. He was advised that in the event a request for evidence is received, the Bureau be contacted in order that the matter of releasing any evidence to local authorities can be cleared with the Department.

b7C

This is for your information.

SR  
amb  
H  
J  
SM

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: 11/15/55

FROM :

L. B. Nichols

SUBJECT:

JOHN GILBERT GRAHAM  
UNITED AIRLINES, 11/1/55  
SABOTAGE

Tolson ☒  
Boardman ☒  
Nichols ☒  
Belmont ☒  
Harbo ☐  
Mohr ☐  
Parsons ☐  
Rosen ☐  
Tamm ☐  
 Sizoo ☐  
Winterrowd ☐  
Tele. Room ☐  
Holloman ☐  
Gandy ☐

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/12/02 BY 60320/clw/mtr

After the Director's telegram of 11/15/55, was dispatched to District Attorney Bert M. Keating of Denver, I called ASAC Moore and furnished him with the contents of the telegram and told Moore that it was the Director's desire that he personally contact Keating before the day was over and advise he was doing so on the instructions of the Director to implement the message which the Director had dispatched to Keating offering the investigative and scientific facilities of the FBI in the Graham case.

b7C

I told Moore that we would handle the Graham case exactly like we would if Keating were a United States Attorney. In other words, we will make the investigation needed but, of course, will not detach a detail of men to Keating's Office. I further told Moore that physical evidence in our possession should be carefully catalogued and turned over promptly to Keating along with the original of Graham's confession unless Keating directed that we retain it for the purpose of admission at a later date. I further told Moore that we had much to be proud of in the investigation to date; that we wanted to keep on top of it and see that the ends of justice are completely met. Moore was most enthusiastic over cooperating with Keating and stated that he thought it was very much worthwhile.

cc - Mr. Boardman  
Mr. Belmont

LBN:fc  
(4)

RECORDED - 72

NOV 17 1955

PB

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Winterrowd  
Mr. Holloman  
Miss Gandy

NEW HAVEN, CONN.  
11/15/55  
Field Room  
Mr. Holloman  
Miss Gandy

Airtel

Transmit the following Teletype message to: DIRECTOR, FBI

b7C

CRUALSAB. Re NY tel 11/12/55.

b7C [redacted] advised on 11/12/55 he is employed in Development Division of the Manufacturing Dept. of American Can Co., 100 Park Ave., NYC. Boarded instant plane at La Guardia Airport on business trip for company, destination being a meeting at Rock Island Arsenal. Left plane at Chicago and took UAL Flight 243 to Davenport. Had one suitcase and one briefcase, both checked on ticket. Suitcase contained clothes. Briefcase contained papers. Had no planned or unplanned stopovers. No baggage forwarded beyond Chicago.

Advised he was seated on right side of plane in aisle seat just behind coat lockers. A doctor (Ph.D.) who was former prisoner of war in Philippines and who is connected with Methodist Church and who resides in Manhattan, had window seat. Spent entire trip from NY to Chicago conversing with him. Does not recall doctor's name or destination. Described flight as quiet, nothing unusual, did not hear any excessive motor noises, observed nothing suspicious prior to or while in flight. Advised until interviewed was not cognizant that instant plane was the one he had traveled on from NY to Chicago. Unable to furnish any additional info.

b7C [redacted]

HJS:md  
98-1165

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/17/04 BY 60290 auc/bee/ml/vm

cc: New York  
cc: Denver

RECORDED - 72

98-43035-11

Mr. Belmont

Approved: [Signature]

Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_



## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson ✓

FROM : L. B. Nichols

SUBJECT: JOHN GILBERT GRAHAM  
SABOTAGE

DATE: 11/15/55

Tolson ✓  
Boardman ✓  
Belmont ✓  
Harbo ✓  
Mohr ✓  
Parsons ✓  
Rosen ✓  
Tamm ✓  
 Sizoo ✓  
Winterrowd ✓  
Tele. Room ✓  
Holloman ✓  
Gandy ✓

The United Press Ticker carried a story, a copy of which is attached, that today District Attorney Bert Keating at Denver filed charges against Graham. Keating was active in the National Association of Prosecuting Attorneys at the time when we needed friends and he was most cooperative. We have had excellent relations with him. Regardless of what happens, the investigation is still the Bureau's and it is to the Bureau's interest to see to it that nothing happens to the evidence or to subsequent investigations that may be necessary.

b7C

I would like to suggest that the Director send the attached telegram to Keating assuring him of our complete support and that in this case, since we started the investigation, he can be assured of the full investigative facilities of the Bureau in building up his case and to that end, we are instructing the Special Agent in Charge at Denver to contact him immediately. Keating is still an effective force in the National Association of Prosecuting Attorneys and even though this case is being prosecuted in state court, it is still our case and I can see no possible way whereby anybody could raise a question.

If you approve, a telegram is attached.

Enclosures

cc - Mr. Boardman  
Mr. Belmont

LBN:fc  
(4)

RECORDED - 72

6 NOV 17 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60990 mcl/mcl/mcl

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/15/04 BY 6090 AUC/CEH/STH/STH

(CRASH)

DENVER--THE STATE CHARGED JOHN GILBERT GRAHAM WITH THE MURDER-FO-INSURANCE OF HIS DOTTING MOTHER IN A BOMB PLOT THAT CAUSED AN AIRLINER TO CRASH, KILLING HER AND 43 OTHER PERSONS.

DISTRICT ATTORNEY BERT KEATING, FILED THE CHARGES AGAINST GRAHAM, 23, WITHIN A FEW HOURS AFTER THE FEDERAL GOVERNMENT HAD TURNED OVER THE CASE TO HIM.

KEATING SAID HE WOULD SEEK TO SEND THE HANDSOME CONFESSED SABOTEUR TO THE GAS CHAMBER IN THE CANON CITY STATE PRISON.

KEATING HAD ANNOUNCED EARLIER HE WOULD CHARGE GRHAM INITIALLY ONLY FOR THE DEATH OF HIS MOTHER BECAUSE SHE WAS THE "PRIMARY VICTIM," BECAUSE BOTH RESIDED IN DENVER, AND BECAUSE IT WAS WITHIN THAT JURISDICTION THAT THE PLOT WAS HATCHED. HOWEVER, HE SAID GRAHAM ALSO COULD BE TRIED FOR EACH OF THE 44 DEATHS.

U.S. ATTORNEY DONALD E. KELLEY SAID THAT THE GOVERNMENT, IN RELINQUISHING GRAHAM TO STATE CUSTODY FOR TRIAL ON "THE MORE SERIOUS CHARGES," WOULD TRY HIM ON A TECHNICAL CHARGE OF SABOTAGING A NATIONAL DEFENSE UTILITY--THE PLANE--IF HE WERE ACQUITTED OF MURDER.

KELLEY CONFERRED WITH ASSISTANT ATTORNEY GENERAL WARREN OLNEY III BEFORE ANNOUNCING THE GOVERNMENT'S DECISION TO TURN GRAHAM OVER TO THE STATE. HE SAID THERE WAS NO FEDERAL STATUTE APPLICABLE UNDER WHICH GRAHAM COULD BE TRIED FOR MURDER IN THE FEDERAL COURTS.

EITHER OF TWO COLORADO JUDICIAL DISTRICTS, IN DENVER AND IN WELD COUNTY, COLO., WHERE THE PLANE CRASHED, COULD HAVE PROSECUTED GRAHAM FOR MURDER.

BUT KELLEY SAID HE CONSIDERED IT "IN THE BEST INTERESTS OF JUSTICE" TO HAVE THE CHARGES BROUGHT IN DENVER. HE SAID THE LATTER COURT WOULD BE MORE AVAILABLE TO THE CHIEF WITNESSES SUCH AS AGENTS OF THE FBI AND EMPLOYEES AND OFFICIALS OF UNITED AIR LINES.

KEATING SAID HE PERSONALLY WOULD HANDLE THE PROSECUTION OF GRAHAM, AND IMMEDIATELY ASSIGNED A STAFF OF INVESTIGATORS TO BEGIN ASSEMBLING POTENTIAL WITNESSES.

11/15--W0446P

RECEIVED

RTEL

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

AIRTEL

0-9

To: COMMUNICATIONS SECTION.

11-15-55

Transmit the following message to: SAC, DENVER

**JACK GILBERT GRAHAM  
SABOTAGE.**ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/19/00 BY 6030mc/best/mth

ReButel November 14, 1955.

Coast Guard records reflect one Jack Gilbert Graham, serial number 279177, enlisted for 4 years as seaman recruit, April 14, 1948, Seattle, Washington, and transferred Coast Guard Base, Seattle. During routine interview, April 27, 1948, Graham stated that "he is very interested in engines of all types and had experience in overhauling them. Also worked in radio shops." Same date transferred [redacted] b7C

[redacted] Transferred August 23, 1948, Coast Guard Training Station, Groton, Connecticut.

AWOL from September 21, 1948, to November 2, 1948. Tried before Summary Court-martial November 18, 1948, and pleaded guilty. Sentenced to forfeit \$30 pay per month for 4 months, to perform extra duties totaling 60 hours, and to be dishonorably discharged. In accordance with recommendation of Commandant, the Acting Secretary of the Treasury on December 10, 1948, approved proceedings, finding, and sentence, but mitigated that part of sentence imposing Dishonorable Discharge subject to probationary period of 6 months; further, he reduced loss of pay to \$15 per month for period of 4 months.

Admitted December 1, 1948, to United States Marine Hospital, Ellis Island, New York, for inpatient medical treatment. Medical Survey Report dated December 15, 1948, United States Marine Hospital, Ellis Island, New York, signed by V. T. Davis, Sr. Surg., United States Public Health Service, USN; L. P. Paul, Asst. Surg. (R), USPHS, USN; and Theodore G. Braunman, Asst. Surg. (R), USPHS, USN. Diagnosis, no disease, temperamentally unsuited for service.

"Summary of case history: The above-named is an 18-year-old single white Coast Guardsman, referred to this hospital for neuropsychiatric evaluation from the U. S. Coast Guard Training Station at Groton, Connecticut, where he had been placed on brig status following a period of 43 days AWOL. Patient states at this time: 'I just took no notion I'd get out of the service by going AWOL. I was fed up with saying Yes, sir, No, sir, and getting punished

RECORDED - 72

Room 1706, Bureau (Sent direct)

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

NHR:dr  
(7)

b7C

SENT VIA

M

Per

98-42035  
NOV 15 1955  
mth

COMM - FBI  
NOV 15 1955  
MAILED 30

To: COMMUNICATIONS SECTION.

Transmit the following message to: **SAC, DENVER**

for things that didn't seem to be very important. I had \$200 and I went to New York, Chicago, Georgia, Washington, D. C. I was hitch-hiking. I had a lot of fun drinking, dancing, going to parties. I don't feel sorry about it but I'm not happy about it; it's just one of those things, but I don't want a bad conduct discharge.'

"Patient was born Jan. 23, 1930 in Denver, Colorado. Patient's father died when he was 3 years old, following which he was reared by his grandmother, as his mother went to work. He stayed with his grandmother until the age of 6, following which he was placed in a school for boys, which was extremely distasteful and occasioned his running away on numerous occasions in order to attempt to return home to see his mother. When patient was 11 years old his mother remarried and he returned to live with his mother and stepfather. He states he did well following this and enjoyed having a home again. He went as far as the first year in high school, at which time he was 15 years of age, following which he went to work on his stepfather's ranch, which work he states he enjoyed very much. Four months prior to joining the service he was on his way to Seattle to visit his stepfather but instead decided to get a job in Seattle, doing longshoreman's work. He got into an argument with the foreman there and on an impulse and apparently as an attempt to assert his independence he decided to join the Coast Guard. He was stationed for his first 6 months in Seattle, stating that he did not get into much difficulty there, and after that was sent to the U. S. Coast Guard Training Station, Groton, Connecticut, where his adjustment was apparently very poor and where he was guilty of numerous minor infractions, ultimately leading, after 4 weeks in Groton, to his going AWOL for 43 days.

"At this time patient wishes to leave the service and return home. However, as might be anticipated, his plans are very vague and don't exhibit careful thinking. He has some tentative ideas of becoming an airplane pilot.

"Past surgical and medical history is essentially non-contributory.

"Patient states, in regard to his future, 'If I stay in the Coast Guard and don't get leave I'll go over the hill again to see my mother.'

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

0-9

AIRTEL

AIRTEL

To: COMMUNICATIONS SECTION.

Transmit the following message to SAC, DENVER

"As is somewhat evident from the facts in the patient's background, this man is an exceedingly immature individual who has exhibited poor judgement and who tends to act on impulses. That he will make any better adjustment to service life than he has up to now is exceedingly questionable because of his immaturity and poor judgement. He is a dependent person, with strong ties to mother. He tolerates frustrations, even those in the normal course of work, very poorly. Other evidences of his poor judgement and impulsive behavior are to be seen in some of the infractions he has committed in his service life; namely, sleeping on watch, stealing food while on watch, and returning to work drunk. He states, 'I just haven't gotten along. Things seem to be innocent and 20 minutes later I'd be put down for it.'

"Patient has been informed of the findings of the board and does not desire to submit a statement in rebuttal.

"Recommendation: That patient be discharged from U. S. Coast Guard as temperamentally unsuited for service."

Memorandum dated January 6, 1949, from Commandant to Commander, 3rd Coast Guard District, states that in view of Medical Survey Report dated December 15, 1948, and recommendation thereon, Graham should be issued General Discharge by reason of unsuitability. Graham issued General Discharge under honorable conditions (unsuitability) January 26, 1949, New York City, as seaman apprentice.

Additional information reflected in Graham's Coast Guard record set out below:

Name	Jack Gilbert Graham
Latest description dated	April 1948
Date of birth	January 23, 1930
Place of birth	Denver, Colorado
Citizenship	United States
Race	Caucasian
Height	71 1/2 inches
Weight	152 pounds
Eyes	Green
Hair	Black
Complexion	Fair
Marital status	Single

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

- 3 -

SENT VIA \_\_\_\_\_

M

Per \_\_\_\_\_



**AIRTEL**

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

**AIRTEL**

0-9

To: COMMUNICATIONS SECTION.

Transmit the following message to: **SAC, DENVER**

**Hobby**

**Service Schools desired**

**Mechanics**

1. Motor Machinist Mate
2. Electrician
3. Aviation Electrician's Mate

**Education**

Stedman Elementary School  
(1935 - 1943)

Yampa High

Yampa, Colorado

(1943 - 1946)

**Former occupations**

Punching - Jack McCracken,

Diamond Over Q Ranch

Denver, Colorado

Turnpull Operator - Morrison

and Knutson, Hoge Building

Seattle (4-48)

Longshoreman - American

Fruit Company, Seattle

(2-48 to 3-48)

**Home address**

Eight Virginia

Seattle, Washington

(4-48)

**Relatives**

Delois King

mother

Toponas, Colorado

(4-48)

Father, deceased

**Character references**

E. C. Shindorf

Toponas, Colorado

(4-48) former employer

Ed W. Shanner

Route 1

Toponas (4-48)

Floyd Carnahan

Toponas (4-48)

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

**HOOVER**

- 4 -

SENT VIA \_\_\_\_\_

M

Per \_\_\_\_\_

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. H. Belmont *AB*

DATE: November 16, 1955

FROM : Mr. F. J. Baumgardner *FJB*SUBJECT: CRUALSAB  
JACK GILBERT GRAHAM  
SABOTAGEALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/84 BY 6030 mcl/bcl/mr/uta

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____

b7C

At 3:30 P.M., November 15, 1955.

[redacted] telephonically contacted

b7C [redacted] the Bureau and was referred to [redacted] said that he has been reading newspaper accounts of the crash of the United Airlines plane near Denver and the arrest and confession of Jack Gilbert Graham. He said that the "Daily News" of November 15, 1955, stated that, according to the president of United Airlines, the plane which crashed was 35 minutes late leaving Denver. [redacted] said that if it had left on time, the explosion might have taken place somewhere near Medicine Bow Peak, Wyoming, where another United Airlines plane crashed several weeks ago. [redacted] said that the thought occurred to him that possibly Graham might have placed a bomb on the plane which crashed near Medicine Bow Peak several weeks ago and suggested that the Bureau might want to look into this possibility. [redacted] was thanked for his interest in furnishing his observation to Bureau.

The crash of a United Airlines plane at Medicine Bow Peak, Wyoming, occurred in early October and all 66 occupants of the plane were killed. The Civil Aeronautics Board is presently conducting an official inquiry into this crash, and the Bureau has maintained liaison with the Board but has received no indication that sabotage was involved. From the facts available, it appears that the pilot was off course and flew into the side of a mountain.

ACTION:

Although [redacted] stated that the above is merely an observation, it is recommended that his comments be furnished to the Civil Aeronautics Board through Liaison. If you approve, this memorandum should be routed to the Liaison Section for handling.

b7C

cc: Mr. Belmont  
Mr. Baumgardner  
Mr. Roach

*being handled*  
*Jar*

b7C

EFD:rmw:nbs  
(6)

RECORDED 72  
*Am/Bo*

98-43025-  
6 NOV 17 1955

INT. SEC.  
*Wm*

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. BOARDMAN

DATE: 11/14/55

FROM : D. J. Parsons

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/19/04 BY 60290 amcl/ACR/mut/vz

SUBJECT: CRASH - UNITED AIRLINES DC-6  
 FLIGHT 629 - LONGMONT, COLORADO,  
 November 1, 1955

Tolson \_\_\_\_\_  
 Boardman \_\_\_\_\_  
 Nichols \_\_\_\_\_  
 Belmont \_\_\_\_\_  
 Harbo \_\_\_\_\_  
 Mohr \_\_\_\_\_  
 Parsons \_\_\_\_\_  
 Rosen \_\_\_\_\_  
 Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
 Winterrowd \_\_\_\_\_  
 Tele. Room \_\_\_\_\_  
 Holloman \_\_\_\_\_  
 Gandy \_\_\_\_\_

*Circular*  
 You advised me this morning that [redacted] of Civil Aeronautics, was coming to see the Director to discuss possibilities of preventing bombs being put aboard commercial airlines in baggage of passengers such as was done in the United Airlines crash November 1. [redacted] b7C

Confirming our conversation, I believe that there is [redacted] ment or technical means which would afford the certainty of actually opening and inspecting baggage. Permission to open at least suspicious packages could be condition to the purchase of an airline ticket. [redacted] b7C

The best technical means would be X-ray equipment using a fluoroscope which would permit an instant image of the interior of the parcel on a fluroscope screen. With relatively little experience, a competent employee would be able to identify the usual articles and would probably be able to identify a bomb such as one consisting of sticks of dynamite, batteries, and clock mechanism. It would be possible to shield the bomb in a sheet metal container to avoid detection by a fluoroscope. Portable fluoroscopes cost in the neighborhood of \$1,500 to \$2,000. For a larger operation such as would be encountered at a major air terminal, there is X-ray equipment available utilizing a traveling conveyor belt and fluoroscope screens. These are used industrially in factories to permit rapid inspection of many products such as inspecting cereal boxes to prevent foreign objects being contained in the packages for sale. These industrial units would probably cost \$10,000 to \$20,000 or even more if a large capacity operation was set up.

No other technical means approaches the certainty of the X-ray. Stethoscope or sound amplifying devices might be used to detect a ticking clock which might be used as the timing device for the bomb. Disadvantages of this would include the fact that bombs could be exploded with time devices not requiring a ticking clock and the fact that many passengers would probably have traveling clocks or watches in their luggage.

This confirms the information that you telephonically furnished the Director

ACTION: None, for information.

DJP:edm  
 (4)

RECORDED-35

NOV 17 1955

59 NOV 21 1955

UNRECORDED COPY FILED IN 62-81687-38



cc - Boardman  
Belmont  
Hall

THE ATTORNEY GENERAL

November 14, 1955

Director, FBI

JACK GILBERT GRAHAM;  
CRASH OF UNITED AIRLINES DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/87 BY JSE  
10 295125

Reference is made to my memorandum dated November 8, 1955, advising that the FBI was entering the investigation of the crash of a United Airlines DC-6B at Longmont, Colorado, on November 1, 1955, and to my memorandum dated November 14, 1955, advising that Jack Gilbert Graham had been arrested for causing the explosion which wrecked this plane in order to collect insurance on his mother.

The Civil Aeronautics Board has the responsibility of determining the cause of an accident to a commercial aircraft. Pursuant to an agreement with that Board the FBI is advised promptly when there is any indication of sabotage in the crash of a commercial aircraft.

Section 2151 of Title 18, United States Code, defines an aircraft whereon or whereby "national-defense material" or any troops of the United States are being or may be transported as a "national-defense utility." Section 2155 of Title 18, United States Code, prohibits the willful injuring or destruction of "national-defense utilities" with intent to injure, interfere with, or obstruct the national defense of the United States.

COMM - FBI

NOV 15 1955

MAILED 28

In this and similar cases the intent of the individual responsible is generally unknown until the case has been solved and the individual responsible identified. In this case the Civil Aeronautics Board advised us that the crash was caused by an explosion and requested that we enter the investigation as a possible violation of the sabotage statutes was involved.

GWH:111  
(12)

RECORDED-35

NOV 18 1955

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Room \_\_\_\_\_  
nan \_\_\_\_\_

UNRECORDED COPY FILED IN

**Memorandum for the Attorney General**

Our investigation resulted in a confession from Graham that he was responsible for the explosion that caused this crash. It was not known whether his motive might be construed as sabotage until his confession was obtained. At that time the matter was immediately presented to the United States Attorney.

We are submitting these facts to you for future guidance, since it is understood some question has arisen as to investigative jurisdiction in such matters. We would appreciate your views as to whether investigation should be undertaken in similar situations in the future.

2 cc - Mr. William P. Rogers  
Deputy Attorney General

2 cc - Assistant Attorney General  
William F. Tompkins

2 cc - Assistant Attorney General  
Warren Olney III

## Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

FROM : SAC, NEW HAVEN (98-1165)

SUBJECT: CRUALSAB

DATE: November 15, 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/84 BY 60290 BMD/BSC/MLW

Reference New York Tel 11/11/55.

b7C

[redacted]  
passenger #1 instant flight from New York to Chicago, was  
destined to a business meeting in Appleton, Wisconsin for his  
employer, American Newspaper Publishers of America; one piece luggage  
removed at Chicago. No unusual circumstances noted. [redacted] traveled  
with his [redacted] of same firm, a resident of Riegelsville,  
Pennsylvania. Philadelphia requested to interview [redacted]

b7C

[redacted] traveled  
instant flight from New York to Chicago to attend a convention in  
Chicago. He is official of Morningstar Nickel Co., 630 W. 51st Street,  
New York City. Two pieces luggage plus hand case removed at Chicago;  
none forwarded beyond Chicago. Reported an oil drip from near portside  
motor to crew. This dried up by time plane reached Chicago.

b7C

[redacted] passenger #39  
New York to Chicago, employed by Kimberly-Clark Corp., paper manufacturers  
and destined to sales meeting at Oshkosh, Wisconsin. Carried one handbag  
and no luggage forwarded beyond Chicago. [redacted] traveled with [redacted]  
[redacted] of same firm. [redacted] also spoke of oil drip from near port  
motor.

b7C

[redacted] had reservation to  
Denver from New York. instant flight. Intended destination: visit  
her [redacted] Stated she  
was unable to get ready and cancelled October 30, 1955. Intends to  
make trip later this month.

RUC.

JJW/lrf  
cc: (1) Denver

RECORDED 65

98-43635

(4)

20 NOV 1955



b7C

21 NOV 21 1955

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Mr. Tolson ☒ ED-36  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☒  
Mr. Mohr ☒  
Mr. Parsons ☒  
Mr. Rosen ☒  
Mr. Tamm ☒  
Mr. Sizoo ☒  
Mr. Winterrowd ☒  
Tele. Room ☒  
Mr. Holloman ☒  
Miss Gandy ☒

AIRTEL VIA AIRMAIL

Transmit the following Teletype message to:

FBI ALBANY

11/14/55

DIRECTOR, FBI (98-43035)

CRUALSAB.

Re Denver tel 11/14/55.

Investigation discontinued Albany. No pertinent information developed and UACB, no report being submitted.

END  
JDJ:BAR  
(4)  
98-881

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60202 [signature]

RECORDED - 63

98-43035  
21 NOV 17 1955

Approved: [signature]  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

## Office Memorandum • UNITED STATES GOVERNMENT

TO :

Mr. Tolson ✓

DATE: 11/14/55

FROM :

L. B. Nichols ✓

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/01 BY 60320 mcl/mnd/vs

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols ✓  
Belmont ✓  
Mohr \_\_\_\_\_  
Parsons ✓  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

SUBJECT:

JOHN GILBERT GRAHAM  
SABOTAGE  
UNITED AIRLINES, 11/1/55

b7C Lou Carroll, the news editor of the New York Herald-Tribune, called to advise me that [ ] had just contacted him and told him that he wanted the New York Herald-Tribune and Herald-Tribune Syndicate to do an all-out job on the work of the Bureau in the United Airlines case.

b7C Carroll stated that he and [ ] in a discussion on this, felt that this case was one of the most dramatic things that has happened and would do more to put the FBI in its proper light than most any other story that has occurred in the past 20 years. Both of them felt that this story is much more dramatic than even the Dillinger case; that what they would like to do is to concentrate on the FBI as an institution, how it works as a team, the hundreds of leads that were run out, the painstaking attention to detail and how the FBI tracked down the case. Carroll stated that both [ ] and he thought that this was one of the greatest opportunities which has come along to do the job that needs to be done to undercut some of the left-wing crowd that have been trying to hamstring the Bureau over the years.

b7C I told Carroll that as of this moment there was simply nothing more that we could say; that some additional details might develop during the arraignment, that we deeply appreciate the interest which he and [ ] had in doing a job and that early this afternoon we would be in a better position to tell them whether there was anything else that we could develop and make public which would give them the opportunity they need.

In the meantime, I think we should keep an open mind on this and see what we can develop as it could be handled on any terms that we desired to set.

cc - Mr. Boardman

Mr. Belmont

Mr. Rosen

Parsons

RECORDED 13

98-43135-112

LBN:fc

(5)

811-X3

NOV 16 1955

b7C

NOV 18 1955

UNRECORDED COPY FILED IN 94-2-64-12448

Memorandum for Mr. Tolson from L. B. Nichols  
RE: JOHN GILBERT GRAHAM  
SABOTAGE  
UNITED AIRLINES, 11/1/55

11/14/55

Carroll stated that the wire service story so far is devoid of the sidelines and sideplays which would enable a writer to take readers behind the scene and develop a truly big story. I think that perhaps we might find that our hands are tied but as soon as we can explore the possibilities, we will then submit any recommendations that we can come up with.

*we could try the  
case in the papers.*

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. L. V. Boardman

DATE: 11-5-55

FROM : Mr. A. H. Belmont

Tolson ✓  
Boardman ✓  
Nichols ✓  
Belmont ✓  
Harbo ✓  
Mohr ✓  
Parsons ✓  
Rosen ✓  
Tamm ✓  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

SUBJECT: CRASH - UNITED AIRLINES DC-6  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

crash/sab

Reference is made to the attached memorandum to Mr. Tolson dated 11-4-55 which indicated that there was convincing evidence to indicate there had been a violent explosion aboard this plane immediately prior to the crash which had not been brought about by any function of the plane or its mechanism. The Denver Office by teletype which was received at the Bureau on 11-5-55 furnished the following information regarding the possibility of sabotage in connection with this crash.

1) At this time no information has been received which would indicate that a bomb or any other type explosive had been placed on the plane by a person or persons for the purpose of wrecking the plane.

2) Previous information had been received to the effect that a 45-pound suitcase had been put aboard the plane at Denver. This suitcase was addressed from [redacted] in New York to [redacted] in Seattle. The addresses were alleged to be fictitious. The Denver Office has now advised that this 45-pound package was located in the wreckage and turned out to be a duffel bag containing inexpensive wearing apparel and other personal articles.

3) More recent information concerning the explosion itself indicates that the explosive force was directly upward from the rear luggage and baggage compartment of the plane. Very small fragments of material were forced through the top and sides of the plane's aluminum covering. The force of the explosion can be determined in some measure by the fact that bits of plane wreckage from one inch in size to huge pieces were strewn over an area of better than two mile in length and one mile in width.

cc Parsons  
Boardman  
Belmont

FJB:pat  
(5)

b7C

EX-126

47-43035-

57 NOV 18 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60322/UC/STP/STP



Memorandum for Mr. Boardman

Well organized crews are conducting a systematic crime scene search of this entire area. All plane parts and other articles regardless of size which are found are being labeled and delivered to the United Airlines warehouse at Denver where they are being placed on the floor in the same relative position at which they are located at the scene of the crash.

4) Previous information received indicating that some wooden boxes containing highly volatile material had been shipped on this plane by a national concern has been checked out. It was determined that the shipment in question involving the two plywood boxes had been shipped by the Goodrich Rubber Company, Akron, Ohio, to the Western Airlines at Seattle, Washington. These boxes contained plastic adhesive. SA

b7C

[redacted] of the Bureau Laboratory advised that the only explosive material contained in plastic adhesive is a thinner which in his opinion could not have caused the type of explosion.

5) With respect to the strike of the Flight Engineers International Association - AFL at Denver, the Denver Office has advised that the strike started 10-23-55. The striking flight engineers have been picketing the United Airlines airport but no acts of violence have occurred in this connection. Pilots and co-pilots flying as flight engineers are operating the United Airlines planes. No information has been received which would indicate that the striking flight engineers committed any act which would have caused this crash. However, Union officials were quoted in local Denver papers as stating the Union was set back 20 years when the United Airlines Company hired detectives from the Burns Agency to guard their property.

b7C

[redacted] of Flight Engineers International Association, is reportedly planning to meet in Washington, D. C., with AFL officials to find out why pilots are allowed to fly as flight engineers. This is, of course, considered as scabbing on part of pilots.



*Memorandum for Mr. Boardman*

6) The Denver office has advised that there are no known factors at this time which would bring this crash within the Bureau's investigative jurisdiction. Denver pointed out there is no evidence to indicate sabotage at this point and recommended against initiating an investigation at this time.

OBSERVATIONS:

b7C From the facts developed to date we know that this crash was brought about by an explosion which originated in the rear of the plane. It would appear that this explosion was not brought about through any faulty mechanism of the airplane itself. It has not yet been determined whether it could have been caused by explosive material being legitimately shipped on the plane. In considering all information in our possession there is no evidence at this time to the effect that any person or persons placed explosives aboard the plane for the purpose of bringing about the crash. In view of the fact there is no evidence of deliberate sabotage at this point it is felt that we should not initiate an investigation into this plane crash. It is felt that SA [redacted] of the FBI Laboratory should remain at the scene until all pieces of the wreckage and baggage have been located in order that he may make whatever examination is necessary in his capacity as a Laboratory Examiner assisting the Civil Aeronautics Board to determine the cause of the accident.

RECOMMENDATIONS:

If you agree the following instructions will be issued to the Denver Office:

- 1) No investigation is to be made at this time.

Memorandum for Mr. Boardman

2) SA [ ] will remain at Denver assisting CAB to determine the cause of the accident until all parts of the plane and baggage have been located and examined.

b7C

3) Denver Office through liaison with CAB and United Airlines will determine as soon as possible when all baggage and cargo aboard the plane have been checked out in order to determine whether the plane was carrying any explosive material.

4) The Denver Office will continue to stay on top of this situation and keep the Bureau promptly advised on all significant developments.

ADDENDUM 4 P. M. (11-5 - Sizoo)

I called SAC Burke concerning this case and inquired if any request for FBI investigation had been received from the Civil Aeronautics Board. He said no such request had been received. He also asked if the cargo aboard the plane had been checked out. He stated this had not yet been completed, that United Airlines and CAB are still working on it and for assistance UAL has requested all shippers to duplicate their shipments. Burke was accordingly advised in accordance with the above recommendations that no Bureau investigation should be instituted at this time; that [ ] should continue to assist CAB in his capacity as a Laboratory examiner; that Denver should follow developments closely with CAB and UAL and keep the Bureau advised.

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. TOLSON

DATE: 11/4/55

FROM : D. J. Parsons

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60322/UC/BAW/STP/m

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

SUBJECT: CRASH - UNITED AIRLINER DC-6  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

CROSSAB

Ba JMB

I talked to SAC Burke at Denver, Colorado, who advised me that based on what our Laboratory man has found, there is most convincing evidence that there was a violent explosion aboard this plane immediately prior to the crash not caused by any function of the plane or its mechanism. He mentioned several individual items concerning the manner in which the tail was separated from the plane by forces toward the rear, the manner in which rivets were pulled through holes of the plane construction rather than tearing the rivet holes, all of which are consistent with the description of several witnesses who reported the flash of flame while the plane was still in the air.

SAC Burke said that the United Airlines employee who was experienced in the investigation of crashes and with whom our Laboratory man, SA [ ] has previously worked on plane crashes had independently come to the conclusion that such an explosion had occurred and pointed to some of the same evidence that our man had found. This United Airlines man, of course, knows nothing of our findings, and I told SAC Burke to make sure that no report is given to anyone at this time, that if he is pressed, he should tell them that we won't know until [ ] returns to the Laboratory and completes the work here.

b7C

SAC Burke says that United Airlines has established that a 45-pound suitcase was aboard the plane addressed from Jack Murray in New York to Jack Murray in Seattle and that these are fictitious addresses. The suitcase was put aboard the plane at Denver.

SAC Burke said he did not know where the so-called expert, Wilson, head of the Wisconsin Crime Laboratory, who had been employed by the United Airlines, was, that he certainly had been kept out of our way and may not even be around.

EX-126

RECORDED

98-43035-111

In view of the above findings which appear to support the Bureau entering the investigation, I transferred SAC Burke to Mr. Belmont's office, and Denver is submitting a teletype summary in order that further consideration can be given to entering the case.

**ACTION:** For information and further recommendation will be submitted by the Domestic Intelligence Division.

1 - Mr. Belmont

DJP: [ ]  
(3)

7-15-55

We should give all angles of this to priority.

RECORDED - 33  
INDEXED - 33

November 15, 1955

EX-126

b7C

[Redacted]  
United Air Lines, Inc.  
535 Fifth Avenue  
New York, New York

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 and [signature]

Dear [Redacted]

Thank you very much for your telegram  
of November 14, 1955, concerning our efforts in connection  
with the plane crash near Longmont, Colorado. My  
associates and I are deeply grateful for your generous  
comments, and we appreciate your courtesy in extending  
congratulations. Should an occasion arise in which we can  
be of service in the future, I do hope that you will not  
hesitate to call upon us.

Sincerely yours,

J. Edgar Hoover

cc - New York, with copy of incoming  
cc - Denver, with copy of incoming

NOTE: [Redacted] undoubtedly refers to the United Air Lines plane  
crash at Longmont, Colorado, on 11-1-55. The Bureau entered  
the investigation on 11-8 and on 11-14 Jack Gilbert Graham was  
arrested. Graham admitted dynamiting the plane to collect the  
insurance on his mother who was a passenger. Our Denver Office  
notified United Air Lines in Denver that Graham had been arrested.

Reference books in Bureau Library give several addresses for United Air Lines;  
however, since the telegram is from New York, it is deemed advisable to write

TED:bsw (5)

(CONTINUED ON NEXT PAGE)

COMM - FBI  
NOV 15 1955  
MAILED 20

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

b7C

NOV 18 1955

RECEIVED  
115 2

UNRECORDED COPY FILED IN 14-34364

[REDACTED]

November 15, 1955

b7C

NOTE: [REDACTED] at the New York address. There had been prior cordial correspondence with him, and he recently sent a check for \$3,000 for the Special Agent's insurance fund which was returned to him.

jrna

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

WESTERN UNION

WU H045 CGN/PD

WUX NEW YORK NY NOV 14 912AME

J EDGAR HOOVER

FEDERAL BUREAU OF INVESTIGATION WASHDC

WE IN UNITED AIR LINES ARE MOST GRATEFUL TO YOU AND YOUR  
GREAT ORGANIZATION THANK YOU AND CONGRATULATIONS

[REDACTED] OF UNITED AIR LINES

926A.

*crucial*

b7C

Mr. Tolson ☒  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☐  
Mr. Mohr ☐  
Mr. Parsons ☐  
Mr. Rosen ☐  
Mr. Tamm ☐  
Mr. Sizoo ☐  
Mr. Winterrowd ☐  
Tele. Room ☐  
Mr. Holloman ☐  
Miss Gandy ☐  
*L. B. Nichols*

b7C

UNRECORDED COPY FILED IN

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/01 BY 60290 Amc/ACE/mcd

RECORDED - 33

EX-126

Mr. Nichols

*W. M. Nichols*

*Mr. Nichols*  
*10/15/55*  
*TED*

*98-4305-6*

NOV 17 1955

*(C)*  
*FILED*

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc - b7C 0-9a

To: COMMUNICATIONS SECTION, NOVEMBER 16, 1955

URGENT  
RADIOGRAM  
ENCODE

Transmit the following message to: LIAISON REPRESENTATIVE  
OTTAWA, ONTARIO, CANADA

*6 cru 2/5ab*  
CRASH UNITED AIRLINES DC DASH SIX, FLIGHT SIX TWO NINE, LONGMONT, COLORADO, NOVEMBER ONE, FIFTYFIVE, SABOTAGE. RE BUREAU RADIOGRAM NOVEMBER NINE LAST. AS YOU ARE NOW AWARE SUBJECT JACK GILBERT GRAMAM ARRESTED THIS CASE. INVESTIGATION REQUESTED BUREAU RADIOGRAM SHOULD BE DISCONTINUED. FURNISH RESULTS INFORMATION PREVIOUSLY DEVELOPED.

HOOVER

NR. 841

PRB:111  
(4)

ENC. 0010-0049 BY *SPIC*  
0050-0125 *meh*  
BY *SPIC*

cc - Foreign Liaison Unit (Route through for *view*)

APPROVED BY *H. H. [initials]*

TYPED BY *H. H. [initials]*

FILED BY *H. H. [initials]*

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60302 mcl/aw/thor/la

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

COMMUNICATIONS SECTION  
FBI

NOV 16 1 00 PM '55

RADIO

RECORDED-35  
EX-126

17 NOV 17 1955

59 NOV 21 1955  
NOV 16 1955  
FEDERAL BUREAU OF INVESTIGATION  
U.S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

SENT VIA

8 37  
P M

RECEIVED READING ROOM  
FBI  
NOV 16 4 08 PM '55

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Rosen *RW*

DATE: 11-15-55

FROM : Mr. Winterrowd *W*Time of Call:  
b 8:15 p.m.

SUBJECT: [REDACTED]

MISCELLANEOUS - INFORMATION CONCERNING

Tolson	
Boardman	
Nichols	
Belmont	
Harbo	
Mohr	
Parsons	
Rosen	
Tamm	
Sizoo	
Winterrowd	
Tele. Room	
Holmes	
Gandy	

[REDACTED] telephone Capital [REDACTED] called in regard to the mass murder by sabotage on the part of John Gilbert Graham. Reed stated that he was "mad about it" and thought that Graham should receive the death penalty for his hideous crime rather than ten years as the newspapers state he will receive.

[REDACTED] desired to know the results of the FBI's investigation as to just why Graham had done such a thing.

[REDACTED] was told that the results of any investigation conducted by the FBI were confidential. [REDACTED] attention was also invited to the fact that according to newspapers the State of Colorado is planning to file a murder charge against Graham, and is considering other charges. [REDACTED] was told that the ten-year penalty that he was referring to was apparently a statement of what Graham would receive under the Federal sabotage statute. [REDACTED] was told his interest in this matter was appreciated.

This is for your information.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60290 melle/mr/ta

RECORDED - 86

INDEXED - 86

98-43635-1051  
2 NOV 17 1955

cc: 1 - Mr. Belmont

JJC:pms

(5)



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 16 1955

TELETYPE

Mr. Tolson ✓  
Mr. Boardman ✓  
Mr. Nichols ✓  
Mr. Belmont ✓  
Mr. Harbo ✓  
Mr. Mohr ✓  
Mr. Parsons ✓  
Mr. Rosen ✓  
Mr. Tamm ✓  
Mr. Sizoo ✓  
Mr. Winterrowd ✓  
Tele. Room ✓  
Mr. Holloman ✓  
Miss Gandy ✓

SAC, DENVER

11-16-55 6-25 PM MST

WWW

DIRECTOR, FBI

CRUALSAB. IN ABSENCE OF DISTRICT ATTORNEY BERT KEATING,  
DENVER COUNTY, HIS [REDACTED] WAS b7C

CONTACTED TO REAFFIRM THE FACT WE WERE AVAILABLE AT ANY  
TIME FOR FULL DISCUSSION CONCERNING THIS CASE. [REDACTED]

STATED THEY WOULD MAKE AN APPOINTMENT AT AN EARLY DATE FOR  
ANY AND ALL RAMIFICATIONS. <sup>Civil Aeronautics Board</sup> CAB TO TURN OVER CUSTODY OF  
MOCKUP PORTION OF PLANE TO MR. KEATING AS OF TWELVE MIDNIGHT.  
CONTINUED CONTACT NUMEROUS COMPANIES WHICH SELL TIMING DEVICES

FAILS TO REFLECT ADDITIONAL INFORMATION. SOURCE OF DYNAMITE  
HAS NOT BEEN LOCATED. ATTEMPTED INTERVIEW OF [REDACTED] b7C

[REDACTED] REFLECTS SHE IS IN STEAMBOAT SPRINGS,  
BUT WILL RETURN VIA TRAIN THIS PM. SHE WILL AGAIN BE  
THOROUGHLY INTERVIEWED, HOWEVER, SHE HAS BEEN INTERVIEWED IN  
THE PAST AND STATED SHE HAD NO INFORMATION. MUTUAL OF OMAHA  
REPRESENTATIVES TURNED OVER TO DA KEATING THIS DATE THE  
ORIGINALS OF THE INSURANCE POLICIES MENTIONED IN MYTEL YESTERDAY.  
ADDITIONAL EXAMINATION OF DEBRIS OF CRASH AND AUTOMOBILES OF  
GRAHAM FAIL TO REVEAL ADDITIONAL PHYSICAL EVIDENCE. INVESTIGATION  
CONTINUING AND REPORT BEING PREPARED FOR DICTATION.

59 NOV 21 1955

RECORDED - 86

BURKE

END AND ACK PLS

8-29 PM OK FBI <sup>WA</sup> RD

Mr. Belmont

CO: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 17 1955

TELETYPE

11-17-55

11-33 AM MST

SAC DENVER

DIRECTOR, FBI

URGENT

CRUALSAB. SUBJECT BROUGHT BEFORE DENVER DISTRICT COURT,  
JUDGE EDWARD KEATING PRESIDING, THIS AM, REPRESENTED BY  
JEROME R. STRICKLAND WHO STATES WILL NOT REPRESENT SUBJECT  
IN TRIAL AS IS CIVIL ATTORNEY. ASKED FOR THIRTY DAY  
EXTENSION FOR PURPOSE OF SECURING CRIMINAL LAWYER. DISTRICT  
ATTORNEY KEATING OBJECTED. JUDGE KEATING ALLOWED DEFENDANT  
UNTIL NOVEMBER TWENTYEIGHT, FIFTYFIVE, TO SECURE ADEQUATE  
COUNSEL. SUBJECT WAS ARRAIGNED ON CHARGE OF MURDER OF  
MOTHER, AND HELD WITHOUT BAIL PENDING FUTURE HEARING.

BURKE

CORRECTION

FIRST WORD OF LINE TWO SHOULD READ DIRECTOR

END AND ACK PLS

XTTT1-37 PM OK FBI WA NRB

TU DI

Mr. Belmont

CC: MR. BELMONT  
AND  
DOM. INTEL. DIVISION

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

59 NOV 21 1955

b7C

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : THE DIRECTOR

DATE:  
November 2, 1955FROM : L. V. Boardman *11-18-55*

Tolson	_____
Boardman	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____

SUBJECT: CRASH - UNITED AIRLINER DC-6,  
Flight 629 - Longmont, Colorado, November 1, 1955.

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/17/04 BY 60290 ruc/185/11/07

*(Crash/sab)*

[redacted] (UAL), came to my office this afternoon and advised the purpose of his visit was merely to acquaint the seat of government of the FBI with instant air crash, and the fact that the plane had, for an as yet unknown reason, disintegrated midair, without any prior indications from the pilot that he was encountering trouble. [redacted] advised that UAL presently has its flight engineers out on strike. He stated that UAL understands the FBI's jurisdiction thoroughly, and has always had such excellent cooperation from the FBI that [redacted] the [redacted] of UAL was merely desirous of having this situation called to our attention. [redacted] stated that the Vice President in Charge of UAL at Denver has been in continuous contact with the Civil Aeronautics Board (CAB) authorities and with the SAC of our Denver office.

I pointed out to [redacted] that Mr. Quinn Tamm, with whom [redacted] stated he is acquainted, has already departed for Denver, for personal identification purposes, and a representative from our Laboratory was also en route for the purpose of determining whether there is any indication of the reason for the explosion. I pointed out that the CAB representatives had thus far furnished no indications of sabotage, but that we were keeping in very close contact with the situation and would conduct an immediate investigation should indications of sabotage arise.

[redacted] was very pleased with our alertness in this matter and commented that, as usual, the FBI was always a couple of jumps ahead of them. He stated that he could reassure [redacted] of UAL, that the FBI was following the matter very closely.

[redacted] understands that, though we are not conducting a sabotage investigation, we are closely following the matter with the view to making such an investigation should circumstances reflect a violation within our jurisdiction.

RECORDED-61

98-43035-1

LVB:CSH (4)

INDEXED-61

NOV 3 1955

*Memorandum for the Director*

I also pointed out to [ ] that, of course, the FBI<sup>b7C</sup> has no interest in employer-employee disputes, and he stated he was well aware of this. He commented that the only indication of a suspicious nature which has yet come to their attention has been a comment from their Denver office to the effect that partially burned recovered mail from the plane had a suspicious odor of gunpowder. He stated this information, according to the Denver office of UAL, has already been brought to the attention of the CAB representatives and our Denver office.

I suggested to [ ] that he be certain to keep us<sup>b7C</sup> immediately advised of any information coming to their attention reflecting possible acts of sabotage. [ ] assured me that this would be done.

I verified the fact that Messrs. Quinn Tamm and [ ]  
[ ] (Physics and Chemistry Section) of the Laboratory<sup>b7C</sup> had departed via the 1:30 p.m. UAL flight (which through delayed departure actually left at 2:30 p.m.), for Denver. This airplane crash will be closely followed to be certain that we fulfill our jurisdictional obligations.

JB

✓ Tamm  
7-11

cc - Boardman  
Belmont

b7C

SAC, Denver

November 16, 1955

Director, FBI

RECORDED - 22

EX-122

JACK GILBERT GRAHAM, with aliases  
John Gilbert Graham  
Jack Gilbert King  
SABOTAGE

Enclosed for your information is one copy  
of the report of SA [redacted] dated 9-26-51,  
at Dallas, Texas, captioned "Jack Gilbert King, Interstate  
Transportation of Stolen Motor Vehicle, Selective Service  
Act, 1948."

b7C

Enclosure

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60260-UC/MLT/vm

Attachment to memo from Belmont to Boardman dated 11-16-55,  
same caption, by PRB:111.

PRB:111  
(6)

NOV 17 9 20 AM '55  
RECEIVED READING ROOM  
FBI

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

NOV 23 1955

MAILED 5  
NOV 17 1955  
COMM-FBI

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN *11-18-55*DATE: November 16,  
1955FROM : MR. A. H. BELMONT *ARB*ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60390 and 205/mct/uaSUBJECT: JACK GILBERT GRAHAM, was  
John Gilbert Graham  
Jack Gilbert King  
SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	<input checked="" type="checkbox"/>
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

*Jack Gilbert Graham Summary*

Bureau indices have been checked to determine if we conducted any prior investigation concerning the subject of this case. The indices were checked under the names of Graham and King with the first names Jack and John. No subversive references were located. Bufile 62-77185, Serial 48, reflects a reference to the subject in connection with the checks which he forged in Colorado in 1951. This was a state matter. Bufile 26-151835 captioned "Jack Gilbert King, Interstate Transportation of Stolen Motor Vehicle, Selective Service Act, 1948," reflects investigation conducted by the Dallas Office with regard to an individual who is possibly identical with the subject. The subject was at that time under arrest at Lubbock, Texas, for illegal possession of liquor and illegal possession of a firearm. The Bureau checked to see if the car was stolen and found out that it was not. His Selective Service record was also checked through the files of local board number 1, Anchorage. The only matter of interest noted in this record was that his Selective Service questionnaire reflected that he was at one time confined in a mental ward of Ellis Island Marine Hospital, New York, while in the Coast Guard.

It should be noted that a check of Coast Guard records has been made by the Identification Division and it was determined that the subject was given a medical survey in 1948 and was diagnosed as having no disease but temperamentally unsuited for service and he was discharged for unsuitability on 1-26-49. His Coast Guard record has been furnished to Denver.

ACTION:

b7C

If you approve the attached memorandum will be sent to Denver enclosing one copy of the report of SA  , 9-26-51, at Dallas, Texas, which reflects all the information in Bufiles concerning the subject.

Attachment *Sent 11-17-55*

PRB:111

cc - Boardman  
Belmont

(4)

RECORDED - 22  
INDEXED - 22

98-42035

b7C

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. TOLSON ✓

DATE: 11/17/55

FROM : D. J. Parsons

SUBJECT: CRASH - UNITED AIRLINES DC-6  
FLIGHT 629 - LONGMONT, COLORADO,  
November 1, 1955

Tolson	✓
Boardman	✓
Nichols	✓
Belmont	✓
Mohr	✓
Parsons	✓
Rosen	✓
Tamm	✓
Sizoo	✓
Winterrowd	✓
Tele. Room	✓
Holloman	✓
Gandy	✓

*circulated*

I talked to SAC Burke at Denver, Colorado, this afternoon and checked on the status of technical work that Laboratory Agent [redacted] has been doing in Denver. The technical work that he went to Denver to do has been completed. If he remained in Denver, he would go over other fragments of the wreckage to which task other Agents are also assigned. The more important items have already been collected and, of course, a substantial volume was sent back to the Laboratory here.

b7C

Since there is little that he can accomplish in Denver and he has a great deal of work to do here in assisting with the examination of the wreckage fragments which we have, I feel that it would be far more productive and expedite the completion of the report to have him return to Washington.

I told SAC Burke to have [redacted] return to Washington tomorrow in order that we could expedite the completion of this case.

b7C

ACTION:

None, for information.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60390 mcl/CF/mct/lus

- 1 - Mr. Boardman (sent direct)
- 1 - Mr. Belmont (sent direct)

RECORDED-61

98-43035-

DJP:edm  
(5)*edm*

NOV 21 1955

*[Handwritten signature]*

NOV 28 1955



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc

b7C

-9

To: COMMUNICATIONS SECTION.

NOVEMBER 18, 1955

URGENT

Transmit the following message to: SAC, DENVER

JOHN GILBERT GRAHAM, SABOTAGE. A NEWS RELEASE DATED NOVEMBER EIGHTEEN, NINETEEN FIFTYFIVE, DENVER, REFLECTS SUBJECT HAS DENIED PLACING BOMB ON PLANE WHICH CRASHED NOVEMBER ONE AND THE REPORTER AL NAKULA QUOTED SUBJECT AS SAYING HE SIGNED CONFESSION BECAUSE FBI TOLD HIM THEY WERE GOING TO PUT HIS WIFE IN JAIL AND FURTHER THAT AGENTS QUESTIONED HIM FROM NOON SUNDAY TO FOUR A.M. NEXT MORNING. APPEARS PROBABLE GRAHAM WILL ATTACK CONFESSION AS PART OF DEFENSE. BE CERTAIN TO PRESERVE INTERVIEW LOG AND ANY OTHER RECORDS PERTAINING TO INTERVIEW OF SUBJECT. BE PREPARED TO REFUTE FALSE CLAIMS OF SUBJECT AT TRIAL. IN ORDER THAT BUREAU MAY HAVE COMPLETE PICTURE THIS MATTER FURNISH MEMORANDUM IMMEDIATELY OUTLINING CHRONOLOGICALLY COMPLETE DETAILS OF INTERVIEW WITH AND HANDLING OF SUBJECT FROM TIME HE FIRST CAME TO YOUR OFFICE NOVEMBER THIRTEEN, NINETEEN FIFTYFIVE UNTIL ARRAIGNMENT. INCLUDE ALL STEPS TAKEN DURING INTERVIEW TO ENSURE CONFESSION VOLUNTARY AND ADMISSIBLE AND TIME OF EACH ITEM. SUBMIT COVER MEMORANDUM WITH MEMORANDUM MENTIONED ABOVE COMMENTING SPECIFICALLY ON SUBJECT DASH'S STATEMENTS AS THEY APPEARED IN NEWS RELEASES. KEEP BUREAU FULLY ADVISED ALL

DEVELOPMENTS.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 60324mc/lace/MLT/2

HOOVER

NOT RECORDED

12 NOV 21 1955

SENT VIA

M

Per



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

0-9

To: COMMUNICATIONS SECTION.

NOVEMBER 18, 1955

URGENT

Transmit the following message to: SAC, DENVER

JOHN GILBERT GRAHAM, SABOTAGE. A NEWS RELEASE DATED NOVEMBER EIGHTEEN, NINETEEN FIFTYFIVE, DENVER, REFLECTS SUBJECT HAS DENIED PLACING BOMB ON PLANE WHICH CRASHED NOVEMBER ONE AND THE REPORTER AL NAKULA QUOTED SUBJECT AS SAYING HE SIGNED CONFESSION BECAUSE FBI TOLD HIM THEY WERE GOING TO PUT HIS WIFE IN JAIL AND FURTHER THAT AGENTS QUESTIONED HIM FROM NOON SUNDAY TO FOUR A.M. NEXT MORNING. APPEARS PROBABLE GRAHAM WILL ATTACK CONFESSION AS PART OF DEFENSE. BE CERTAIN TO PRESERVE INTERVIEW LOGS AND ANY OTHER RECORDS PERTAINING TO INTERVIEW OF SUBJECT. BE PREPARED TO REFUTE FALSE CLAIMS OF SUBJECT AT TRIAL. IN ORDER THAT BUREAU MAY HAVE COMPLETE PICTURE THIS MATTER FURNISH MEMORANDUM IMMEDIATELY OUTLINING CHRONOLOGICALLY COMPLETE DETAILS OF INTERVIEW WITH AND HANDLING OF SUBJECT FROM TIME HE FIRST CAME TO YOUR OFFICE NOVEMBER THIRTEEN, NINETEEN FIFTYFIVE UNTIL ARRAIGNMENT. INCLUDE ALL STEPS TAKEN DURING INTERVIEW TO INSURE CONFESSION VOLUNTARY AND ADMISSIBLE AND TIME OF EACH ITEM. SUBMIT COVER MEMORANDUM WITH MEMORANDUM MENTIONED ABOVE COMMENTING SPECIFICALLY ON SUBJECT DASH S STATEMENTS AS THEY APPEARED IN NEWS RELEASES. KEEP BUREAU FULLY ADVISED ALL DEVELOPMENTS.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

HOOVER

DATE 2/17/02 BY 60290 AUC/BCE/bud

NOTE: This teletype not sent but was read verbatim to SAC Burke and taken by steno, 7:12 p.m., 11-18-55. (per Mr. Tolson's instructions) Burke also was instructed at this time to submit letter to Bureau factually reporting all pertinent developments in this case to date. This letter to reach Bureau next Monday. JAS:jdd.

PRB:dlj

(3)

SENT VIA

M

Per

cc - Mr. Nichols  
Mr. Parsons  
Mr. Boardman

Mr. Belmont  
Mr. Baumgardner

NOVEMBER 17, 1955

URGENT

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/64 BY 60290 And K E H M / M

SAC, DENVER

JACK GILBERT GRAHAM, WAS., SABOTAGE. RE BUREAU TELEPHONE CALL NOVEMBER FIFTEEN, LAST, ADVISING YOU TO COOPERATE WITH DISTRICT ATTORNEY KEATING AND TO TURN OVER TO HIM PHYSICAL EVIDENCE IN THIS CASE. A DESCRIPTION IN WRITING OF ALL PHYSICAL EVIDENCE TURNED OVER TO KEATING MUST BE MAINTAINED IN YOUR OFFICE TOGETHER WITH A RECEIPT FROM KEATING REFLECTING IT WAS FURNISHED TO HIM. A CONFIRMING LETTER MUST BE SENT KEATING LISTING PHYSICAL EVIDENCE TURNED OVER TO HIM AND FOR WHICH RECEIPTS HAVE ALREADY BEEN OBTAINED. PREPARE FOR KEATING SEPARATE SUMMARY MEMORANDUM SETTING FORTH PERTINENT INFORMATION AND LIST OF WITNESSES TOGETHER WITH SUMMARY OF THEIR EXPECTED TESTIMONY. THIS WILL INCLUDE LIST OF WITNESSES DEVELOPED DURING INVESTIGATION WHO ARE FAVORABLE TO SUBJECT. FIVE COPIES OF ALL COMMUNICATIONS TO KEATING MUST BE FORWARDED TO BUREAU. NO COPIES OF INVESTIGATIVE REPORTS OR PROSECUTIVE SUMMARY REPORTS ARE TO BE MADE AVAILABLE TO KEATING. ABSOLUTELY ESSENTIAL MOST CAREFUL RECORD BE KEPT OF INFORMATION AND EVIDENCE FURNISHED KEATING. YOU ARE PERSONALLY RESPONSIBLE TO SEE THAT THIS IS DONE AND BUREAU PROPERLY ADVISED. YOU ARE TO CONTINUE INVESTIGATION THIS CASE AND CONTROL INVESTIGATION UNTIL CASE IS COMPLETED AND ALL PERTINENT EVIDENCE DEVELOPED. PRESS REPORTS

INDICATE DISTRICT ATTORNEY KEATING HAS ASSIGNED STAFF OF INVESTIGATORS THIS MATTER, AND YOU SHOULD BE ALERT TO DUPLICATION OF EFFORT.

MAINTAIN CLOSE LIAISON WITH KEATING AND KEEP HIM FULLY INFORMED.

Attachment to memo from Belmont to Boardman dated 11/17/55, same caption, FJB:rmh.

TELETYPE

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

RECEIVED  
DATE 11/17/55  
BY 655 PM

88-7-56

Str

2/15

DO NOT CONDUCT DUAL INVESTIGATION WITH INVESTIGATORS FROM HIS OFFICE. YOU MUST UNDERSTAND YOU ARE IN CHARGE THIS INVESTIGATION AND THAT IT IS A BUREAU INVESTIGATION AND YOU ARE NOT TO BE IN THE POSITION OF WORKING FOR KEATING DASH'S OFFICE. KEEP BUREAU FULLY INFORMED OF PROGRESS OF INVESTIGATION AND ANY DIFFICULTIES ENCOUNTERED. OBTAIN ORIGINAL POLICIES FROM KEATING AND FORWARD TO LABORATORY WITH HANDWRITING SPECIMENS OF SUBJECT FOR HANDWRITING COMPARISON. YOU MUST SUBMIT INVESTIGATIVE REPORTS ON ALL INVESTIGATION MADE IN THIS CASE.

HOOVER

- 2 -

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

7-17 1955

TELETYPE

INITIALED  
DIRECTOR'S OFFICE

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson ✓

DATE: Nov. 7, 1955

FROM : Quinn Tamm

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60320 auc/3ce/mct/uta

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____

SUBJECT: UNITED AIRLINES CRASH  
NEAR LONGMONT, COLORADO  
November 1, 1955

b7C

SYNOPSIS

Crua/sab

Identifications effected as a result of fingerprints amounted to 21 out of 35 bodies from which fingerprints were obtained. 60% identification by fingerprints. 14 bodies fingerprinted not identified by fingerprints. 9 bodies identified previously by personal effects. United Airlines officials extremely outspoken in their praise of the Bureau's cooperation in these matters. List of persons identified by fingerprints attached for record purposes.

RECOMMENDATION

That Fingerprint Examiners [ ] and [ ] and Special Agent [ ] and Assistant Special Agent in Charge [ ] be commended by letter for the extremely competent job which they did. It is noted that [ ] who is a fingerprint instructor in the field, had proceeded to the morgue and had fingerprinted 13 bodies by the time identification team arrived from Washington. He did a very competent job. [ ] and [ ] performed in their usual competent manner in effecting identifications. [ ] again served as [ ]

b7C

DETAILS

I wish to advise that identification of the bodies in the above-named plane crash has been completed. There were 44 people on the plane including one small child. The writer accompanied by Fingerprint Examiners [ ] ASAC [ ] and SA [ ] arrived at the morgue in Greeley, Colorado, at 7:30 P. M., November 2. All of the bodies from the accident were at the morgue at the time of our arrival with the exception of 9 bodies which had been identified by relatives and friends or by personal effects and had been removed.

b7C

Enclosure

RECORDED - 1

98-43035-1

QT:VH  
(4)

NOV 25 1955

PERS. FILES

Memorandum for Mr. Tolson

The night of November 2 and the morning of November 3 were spent in fingerprinting the remaining bodies so that the finger impressions would be available for comparisons upon the arrival of fingerprints cards which were being transmitted from the Identification Division. In this particular case we departed from Washington prior to the time the passenger list had been searched and the fingerprint cards were forwarded to us.

The day of November 3 was spent making fingerprint comparisons after the receipt of the fingerprint cards. 21 identifications were effected as a result of these comparisons. There was a high percentage of women on the plane, 19 in all, and obviously we do not have as many fingerprints on females as we do males. Consequently, the percentage of identification was not as high as it was in the Laramie, Wyoming, crash. However, 60% identification on bodies fingerprinted is still an extremely high percentage in this type of accident.

The bodies in this particular case were not badly mutilated as far as facial features were concerned. This plane evidently disintegrated or exploded in the air and the bodies fell free hitting the ground, most of them on their backs, so that the hands and fingers were still intact, and in some cases identifications could be effected by facial features. The identifications were effected quickly and efficiently and brought many comments of commendation from the United Airlines officials who were extremely grateful for the assistance rendered by the Bureau.

also  
Include in  
data for Mr  
Hoover's use  
in budget  
hearings

11/7

	BODY NUMBER	NAME
1.	#2	James F. Dorey
2.	#3	Peggy Lou Peddicord
3.	#5	Harold Russell Sandstead
4.	#6	John Peter Bomelyn
5.	#7	Frank Mark Brennan, Jr.
6.	#8	Clarence W. Todd
7.	#10	James William Purvis
8.	#11	Elton B. Hickok
9.	#16	Frederick Stewart Morgan
10.	#17	Faye Ellis Ambrose
11.	#18	Jacqueline Lou Hinds
12.	#19	Barbara Jean Cruse (UAL Stewardess)
13.	#21	Sally Ann Scofield (UAL Stewardess)
14.	#24	Suzanne Faulds Morgan
15.	#25	/ Bror Howard Beckstrom
16.	#27	Jesse Thomas Sizemore
17.	#31	Lee Hardee Hall
18.	#32	Don Albert White (UAL)
19.	#38	Gerald George Lepke
20.	#41	Thomas L. Crouch (I.D. Card)
21.	#44	Samuel Francis Arthur

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290nuc/bec/mcl/ua

F-737

RECEIVED



cc - Nichols  
Parsons  
Boardman

Belmont  
Baumgardner b7C

Assistant Attorney General  
Warren Olney III

November 18, 1955

Director, FBI

JACK GILBERT GRAHAM  
CRASH - UNITED AIRLINES DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60320 Guel/E/M/T/ATZ

Reference is made to my memorandum to the  
Attorney General dated November 16, 1955, with copies  
to you.

We have been advised that United States  
Attorney Donald E. Kelley, Denver, Colorado, after  
discussing this case with you, has announced that  
Graham will be prosecuted for murder by District Attorney  
Bert Keating, Denver, Colorado.

In accordance with this decision, our Denver  
Office has been instructed to fully inform Mr. Keating  
of information developed in this case and to turn over to  
him the physical evidence which has been obtained. We  
will not furnish Mr. Keating with copies of FBI reports  
but will furnish pertinent information and list of witnesses  
together with a statement of their expected testimony in  
a summary memorandum. There will be included the names  
of any witnesses developed during our investigation  
who are favorable to the subject of this case together  
with whatever information they may have in his favor.

We will maintain accurate descriptions of  
all physical evidence furnished to Mr. Keating and  
will obtain from him appropriate receipts. We will also  
confirm in writing to Mr. Keating the physical evidence  
which has been furnished to him.

Our investigation is continuing, and Mr. Keating  
will be given the benefit of any additional pertinent  
information or physical evidence developed in the future.  
Copies of all investigative reports furnished by our  
Denver Office will be made available to the Department  
upon receipt at the Bureau.

2cc - Assistant Attorney General  
William F. Tompkins

Attachment to memo from Belmont to Boardman, 11/17/55,  
FJB:rmw same caption, FJB:rmw

(11)

MAILED 2  
NOV 18 1955  
COMM - FBI

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/29/04 BY 60290 nicla/eth/ct/uta

94-43035-126  
**CHANGED TO**  
63-2559-1

NOV 25 1955

Ja

C



FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/17/04 BY 6090 mcl/bce/mwt/174

NOV 15 1955

TELETYPE

Mr. Tolson: ☒  
Mr. Boardman: ☒  
Mr. Nichols: ☒  
Mr. Belmont: ☒  
Mr. Harbo: ☒  
Mr. Mohr: ☒  
Mr. Parsons: ☒  
Mr. Rosen: ☒  
Mr. Tamm: ☒  
Mr. Sizoo: ☒  
Mr. Winterrowd: ☒  
Tele. Room: ☒  
Mr. Holloman: ☒  
Miss Gandy: ☒

b7C

FBI, DENVER

11-15-55 0-1 XXX9-10 PM MST

DIRECTOR, FBI

URGENT

CRUALSAB. REFERENCE IS MADE TO TELEPHONE CALL FROM INSP

[REDACTED] RE NEWSPAPER ARTICLE IN ROCKY MOUNTAIN NEWS THIS DATE  
WHEREIN BUREAU WAS PREVIOUSLY INFORMED THAT THE CONTENTS GAVE  
EVIDENCE OF HAVING MATERIAL INCLUDED IN THE SIGNED STATEMENT  
TAKEN FROM SUBJECT JOHN GILBERT GRAHAM. AS IT WAS EXPLAINED  
TO [REDACTED] IN ACCORDANCE WITH BUREAU INSTRUCTIONS, THE  
ORIGINAL OF THE SIGNED STATEMENT WAS DELIVERED TO USA DONALD  
E. KELLEY JUST PRIOR TO THE U. S. COMMISSIONERS HEARING AT  
TEN A. M., NOVEMBER FOURTEEN INSTANT. IT HAS BEEN ASCERTAINED  
IT OR A COPY THEREOF HAS BEEN IN HIS POSSESSION CONTINUOUSLY  
SINCE. IT WAS LEARNED THAT SUBSEQUENT TO THE U. S.

b7C

COMMISSIONERS HEARING, USA KELLEY HAD CONFERRED WITH DISTRICT  
ATTORNEY BERT KEATING AND DISTRICT ATTORNEY M. E. H. ~~MARK~~  
(MARK) ~~SMITH~~ SMITH, WELD COUNTY, DURING WHICH TIME THE SIGNED  
STATEMENT WAS READ ALOUD. WITHOUT CONDUCTING INVESTIGATION  
IT WOULD BE IMPOSSIBLE TO STATE THAT SOMEONE COULD HAVE  
OVERHEARD THE STATEMENT BEING READ THROUGH THE CORRIDOR DOOR  
OR ADJOINING ROOM. AS THE BUREAU WAS ADVISED USA KELLEY WAS  
ASKED IF HE MADE THE STATEMENT AVAILABLE TO THE PRESS

END PAGE ONE-60

Mr. Belmont

RECORDED-60

PAGE TWO----

AND HE STATED THAT HE DID NOT. USA KELLEY THEREAFTER WAS ASKED IF HE FELT ANY STATEMENT CONTAINED IN THE NEWSPAPER ARTICLE BY REPORTER DAVE STOHLBERG CONTAINED INFORMATION THAT WOULD BE PREJUDICIAL TO THE PROSECUTION OF THE FORTHCOMING TRIAL AND HE STATED IN HIS OPINION THAT IT DID NOT. IT IS NOW BELIEVED THAT THE POTENTIAL OF A LEAK THROUGH SOURCES OTHER THAN THE OFFICE OF THE USA WOULD BE SO GREAT AS TO MAKE IT IMPOSSIBLE TO PINPOINT THAT SOURCE. STOHLBERG WAS ASKED SPECIFICALLY WHERE HE RECEIVED THE INFORMATION CONTAINED IN HIS ARTICLE. HE DECLINED TO ANSWER, STATING HE GATHERED IT FROM ~~QUOTE~~ "VARIOUS SOURCES" ~~UNQUOTE~~. THERE APPEARED IN THE DENVER POST, HOME EDITION, THIS AFTERNOON AN ARTICLE CAPTIONED ~~QUOTE~~ "FINGERMAN GAVE FBI CRASH TIP" ~~UNQUOTE~~. THE ARTICLE STATED THAT ONE LUCIUS R. MESSERVY OF TWO ONE NAUGHT FIVE AMES STREET, EDGEWATER, A FORMER PATATO CHIP SALESMAN WHOSE CUSTOMERS INCLUDED GRAHAM AND MRS. DAISIE KING, A VICTIM IN THE SABOTAGED PLANE, REVEALED HIS ~~QUOTE~~ "STRONG SUSPICION" ~~UNQUOTE~~ OF GRAHAM TO SEVERAL FBI

END PAGE TWO--

PAGE THREE---

AGENTS IN A SECRET MEETING LAST TUESDAY NOVEMBER EIGHT IN THE ALBANY HOTEL COFFEE SHOP. THIS ARTICLE WENT ON TO STATE THAT HE HAD CONVEYED THIS INFORMATION TO HIS BISHOP RICHARD HANSON, CHURCH OF CHRIST OF THE LATTER DAY SAINTS, AND WHEN NO ARREST WAS MADE HE HAD GOTTEN IN CONTACT WITH HIS ATTORNEY RONALD I. ZALL AND ASKED HIM ABOUT THE POSSIBILITY OF GRAHAMS SUING HIM ~~PAREN~~(MESSERVY)~~PAREN~~ FOR SLANDER. IT IS POINTED OUT THAT THIS INFORMATION FIRST CAME TO THE ATTENTION OF ASAC MOORE FROM DON MARTIN, MANAGER OF SECURITY, UAL ON NOVEMBER SIX WHEN MARTIN INFORMED THAT A BISHOP HANSON OF THE MORMAN CHURCH STATED HE HAD A PARISHIONER WHO HAD INFORMATION THAT MIGHT BE IMPORTANT. ASAC MOORE CALLED BISHOP HANSON AND THROUGH HIM A MEETING WAS ARRANGED IN THE ALBANY COFFEE SHOP ON THE MORNING OF NOVEMBER EIGHT. AT THE TIME MESSERVY REPORTED INFORMATION ALREADY IN POSSESSION OF AGENTS IN THIS OFFICE OF HIS SUSPICIONS OF THE BURNING OF THE CROWN DASH A DRIVEIN, OWNED BY MRS. KING AND GRAHAM, AND HIS SUSPICIONS CONCERNING THE WRECKING OF GRAHAMS NINETEEN FIFTY FIVE CHEVROLET BY A TRAIN, BOTH OF WHICH HAD PREVIOUSLY BEEN FURNISHED THIS OFFICE BY OTHER SOURCES. NO OTHER INFORMATION OTHER THAN THAT ALREADY IN OUR POSSESSION WAS FURNISHED AND HE WAS SO INFORMED

END PAGE THREE---

PAGE FOUR---

ON NOVEMBER FOURTEEN WHEN HE TELEPHONICALLY CONTACTED ASAC MOORE AS TO HIS ELIGIBILITY FOR THE REWARD. IT IS OBVIOUS MESSERVY IS ATTEMPTING TO COLLECT A PORTION OF THE TWENTY FIVE THOUSAND DOLLARS REWARD TO WHICH HE IS NOT ENTITLED. INVESTIGATION TODAY RESULTED IN THE LOCATION OF THE RYALL ELECTRICAL SUPPLY COMPANY, FIVE NAUGHT NAUGHT LINCOLN, WHERE SUBJECT GRAHAM PROBABLY PURCHASED THE TIMING DEVICE USED IN HIS HOME MADE BOMB. HE BEGAN NEGOTIATIONS ON OCTOBER SEVENTEEN AND ORDERED A PARTICULAR TIMING DEVICE WHICH WAS NOT IN STOCK. THEY ORDERED IT FOR HQM. AFTER SEVERAL CHECKS BY PHONE HE PICKED IT UP IN PERSON ON OCTOBER TWENTY SIX. HE RETURNED ON OCTOBER TWENTY EIGHT STATING IT DID NOT WORK RIGHT FOR HIS PURPOSE AND EXCHANGED FOR ANOTHER. FIVE EMPLOYEES OF THIS CONCERN POSITIVELY IDENTIFY GRAHAM'S PHOTOGRAPH AND THE FACT THAT HE LEFT THE NAME JACK AND A PHONE NUMBER WHICH IS IDENTICAL WITH THE ONE IN GRAHAM'S HOME. INVOICES ARE AVAILABLE. ADDITIONAL CHECK OF DEBRIS OF CRASHED AIRLINER REVEALED ANOTHER PORTION OF BATTERY USED IN THE HOME MADE BOMB AS WELL AS PORTION OF WEB STRAP BOUGHT AT SURPLUS STORE TO REINFORCE SUITCASE. INVESTIGATION CONTINUING TO LOCATE SOURCE OF DYNAMITE.

END PAGE FOUR---

PAGE FIVE---

THERE WAS ALSO A STATEMENT IN THE SAME PAPER ATTRIBUTED TO JEROME R. STRICKLAND, GRAHAM'S ATTORNEY ~~QUOTE~~ THAT THE DETAILED CONFESSION GRAHAM SIGNED WAS OBTAINED BY THREAT. THE CHARGE WAS DENIED FLATLY BY KELLEY AND AGENTS OF THE FBI. ~~UNQUOTE~~. WE WERE NEVER ASKED ABOUT SUCH A STATEMENT, THEREFORE ASAC MOORE CONTACTED ATTORNEY STRICKLAND WHO DENIED HE ACCUSED THE FBI BUT SAID GRAHAM SAID HE WAS TOLD BY FBI AGENTS HIS STORY CONFLICTED WITH HIS, GRAHAM'S, WIFE AND HE SIGNED THE STATEMENT TO KEEP HIS WIFE FROM BEING ARRESTED FOR LYING. MR. STRICKLAND WAS TOLD IN NO UNCERTAIN TERMS THAT WE DID NOT APPRECIATE THE REMARK AND HE APOLOGISED STATING HE WAS MIS QUOTED.

REPRESENTATIVES OF MUTUAL OF OMAHA TODAY EXHIBITED TO AGENTS OF THIS OFFICE CARBON COPIES OF INSURANCE POLICIES AS FOLLOWS, THREE ONE SEVEN ONE, JACK G. GRAHAM, BENEFICIARY, FOR THIRTY-SEVEN THOUSAND FIVE HUNDRED DOLLARS. THREE ONE SEVEN TWO, HELEN R. HABLUTZEL FOR SIX THOUSAND TWO HUNDRED FIFTY DOLLARS. THREE ONE SEVEN NAUGHT, JACK GRAHAM, BENEFICIARY FOR THIRTY-SEVEN THOUSAND FIVE HUNDRED DOLLARS. THREE ONE SEVEN THREE, HELEN RALPH SMITH BENEFICIARY FOR SIX THOUSAND TWO HUNDRED FIFTY DOLLARS AND THREE ONE SIX NINE FOR FORTY-THREE THOUSAND SEVEN HUNDRED FIFTY DOLLARS, AND THREE ONE SIX EIGHT FOR EIGHTEEN THOUSAND SEVEN HUNDRED FIFTY DOLLARS WHICH WERE NOT FILLED OUT BUT WERE PROBABLY PREPARED BY GRAHAM AS THE NUMBERS AND TIME CHECKED, AND HE ADVISED ON INTERVIEW HE RUINED ONE OR TWO WHICH HE DID NOT EXECUTE PROPERLY. PHOTOSTAT COPIES MADE OF THESE FOR DN FILES.

BURKE

END AND ACK PLS

CC: MR. BELMONT  
AND  
DOM: INTEL DIVISION

b7C

-TTTTTTTTOOMM

11-30 PM OK B FBI WA BW

NOVEMBER 15, 1955  
TELEGRAM

HONORABLE BERT M. KEATING  
DISTRICT ATTORNEY  
DENVER, COLORADO

66-01276

I WANT TO ASSURE YOU THAT THE COMPLETE INVESTIGATIVE AND  
SCIENTIFIC FACILITIES OF THE FBI ARE AVAILABLE TO YOU IN THE  
HANDLING OF THE PROSECUTION OF JOHN GILBERT GRAHAM AND I AM  
ASKING MY PERSONAL REPRESENTATIVE IN DENVER TO IMMEDIATELY  
CONTACT YOU TO GO OVER ALL FACTS DEVELOPED TO DATE AND RENDER SUCH  
ASSISTANCE AS IS NECESSARY TO INSURE THE FULFILMENT OF JUSTICE

SINCERELY,

JOHN EDGAR HOOVER  
DIRECTOR  
FEDERAL BUREAU OF INVESTIGATION

NOV 15 15 58 PM '55

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60390UC/BJE/MLT/vr

cc - Mr. Boardman  
Mr. Belmont

CT:DSS

Cover memo to Mr. Tolson from L. B. Nichols, LBN:jc, 11/15/55

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Gandy

RECORDED - 36

98-43035

21 NOV 22 1955

NOV 28 1955

NOV 28 1955

BULKY EXHIBIT - INVENTORY OF PROPERTY ACQUIRED AS EVIDENCE

Bufile: 98-43035

Denver

Field Division

11/19/55

Date

Title and Character of Case:

JACK GILBERT GRAHAM, was.  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/12/04 BY 60320 auc/BCE/mur/aa

Date Property Acquired: 11/17/55

Source From Which Property Acquired

b7C

Location of Property or Bulky Exhibit:

Bulky Exhibit Cabinet

Reason for Retention of Property and  
Efforts Made to Dispose of Same:

To be turned over to Denver District Attorney  
BERT KEATING

Description of Property or Exhibit and  
Identity of Agent Submitting Same:

SA

b7C

- I. One quilted lavender plastic bag with snap fastener with five envelope type compartments containing the following:

First Compartment

3 1/2" x 4 1/2" framed colored wedding picture of JACK and GLORIA GRAHAM.

Size 25 pack of 5-10 sewing needles, eight needles in package.

Second Compartment

Three white and one pink lace-edged ladies' handkerchieves.

Third Compartment

Three metal bracelets (apparently copper)

One aluminum automobile key and chain, attaching piece of plastic in which is tiny crab and words "Anchorage, Alaska."

One white ladies' handkerchief.

Two brown hair nets (one in tissue paper in "Lorraine" hairnet envelope).

One stick Jergens "Morning Glory Stick Cologne."

Field File #: 98-331-1B (2)

TOT GREG A. MUELLER,  
Chief Deputy DA, Denver  
11/21/55

JRM

#### Fourth Compartment

One emery board for fingernails.

One ladies ' figured handkerchief.

One pair nylon hose.

#### Fifth Compartment

One Canadian 1950 quarter.

One Denver Tramway token.

Seventeen small new yellow safety pins, attached to tag "20 Empire Midget Rustless Safety Pins."

One red and white ladies' figured handkerchief.

One pair blue and one pair green 2" square flowered paper envelopes with ribbons at top, apparently containing sachet.

One pair nylon hose.

II.

One pair hand-knit pink angora anklets.

One pair hand-knit white angora anklets.

III

One pair new light tan deerskin size  $6\frac{1}{2}$  gloves in plastic envelope.  
On envelope are words "Gloves by Superb."

IV

One pair new ladies' nylon stockings, size 10, Penney's Gaymode brand in Penney's cellophane envelope. Price tag 98¢.

V

One black, green lined rayon quilted ladies dressing gown with black cord belt, size "Medium." Pocket on right side, no left pocket.

VI

One antique brass leather covered shot flask, containing shot, and one brass powder flask, containing powder. On neck of powder flask, attached by cellophane tape, is typed name "EARL KING."



BULKY EXHIBIT - INVENTORY OF PROPERTY ACQUIRED AS EVIDENCE

Bufile: 98-43035

Denver Field Division

11/15/55 Date

Title and Character of Case:  
JACK GILBERT GRAHAM, was.  
SABOTAGE

Date Property Acquired: 11/11/55

Source From Which Property Acquired: Wreckage and debris of United Air Lines  
DC-6B, UAL Warehouse, Denver, Colo.

Location of Property or Bulky Exhibit: Bulky Exhibit Cabinet

Reason for Retention of Property and Evidence  
Efforts Made to Dispose of Same: To be retained until after trial

Description of Property or Exhibit and  
Identity of Agent Submitting Same:

SA

b7C

Pieces of brown Samsonite luggage of DAISIE E. KING

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 auc/BCE/MLT/vta

TOT District Attorney BERT  
KEATING, 11/25/55

LRH

Field File #: 98-331-1B (8)

BULKY EXHIBIT - INVENTORY OF PROPERTY ACQUIRED AS EVIDENCE

Bufile: 98-43035

Denver Field Division

11-13-55 Date

Title and Character of Case:

JACK GILBERT GRAHAM, was.

SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60320 and 1200/mct/vaz

Date Property Acquired: 11/13/55

Source From Which Property Acquired:

Search of residence of JACK GILBERT GRAHAM,  
2650 W. Mississippi Ave., Denver, Colo.

Location of Property or Bulky Exhibit:

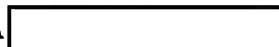
Gun Vault,  
Denver Office

Reason for Retention of Property and  
Efforts Made to Dispose of Same:

Possible use as evidence  
Dispose of upon completion of trial

Description of Property or Exhibit and  
Identity of Agent Submitting Same:

SA



b7C

1. One box containing 25 shotgun shells.
2. One box containing 19 shotgun shells.
3. One sack containing 28 rifle cartridges and 9 lead bullets.
4. One phonograph speaker hook-up wire set.

TOT USM, Denver, 7/26/56.

L.H.

Field File #: 98-331-1B (7)

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON 25, D. C.

NOV 14 1955

1-4

*J. Edgar Hoover*  
Director.

The following FBI record, NUMBER 661 187 0, is furnished FOR OFFICIAL USE ONLY.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
FD Denver Colo	<u>Jack Gilbert</u> <u>Graham</u> <u>#35880</u>	11-17-51	warrant forg.	
A.E.D Wash DC	Jack Gilbert Graham #P-876 GJ-P	applicant FP 4-23-54		
<p>ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE <u>2/19/04</u> BY <u>60290 mac/BCE/MLT/AA</u></p> <p><i>98-43035</i> <i>mt</i> <i>ge</i></p> <p>"In view of the fact that no fingerprints or identifying number, such as FBI number or police record number, accompanied your request, this Bureau cannot guarantee in any manner that this record is identical with the individual in whom you are interested."</p> <p><u>98-43035</u> NOT RECORDED 16 NOV 21 1955</p> <p><i>✓</i> <i>5-10-55</i></p>				

1 NOV 22 1955

Notations indicated by \* ARE NOT BASED ON FINGERPRINTS IN FBI files. The notations are based on data furnished this Bureau concerning individuals of the same or similar names or aliases and ARE LISTED ONLY AS INVESTIGATIVE LEADS.

FBI

Date: 11/15/55  
AIRTEL

Transmit the following message via \_\_\_\_\_

(Priority or Method of Mailing)

From SAC, SEATTLE (98-1150)

To: DIRECTOR, FBI

CRUAL, SABOTAGE.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 and 606/mth/...

On 11/14/55

[redacted] made available a letter written by Mrs. DAISIE KING, one of the victims in the DC-6 airliner which was sabotaged on 11/1/55. b7C

In this letter, DAISIE KING states "JACK had my ticket when I returned to Denver Sat." This would indicate that the subject, JACK GRAHAM, was making the arrangements for DAISIE KING to fly from Denver to Seattle and as early as October 29th was making plans to kill Mrs. KING for her estate and insurance. Copies of instant letter attached.

[redacted] explained that [redacted] and the KING family [redacted] and that [redacted]

[redacted] She advised the KING family had been well off financially and owned a home in Florida and that DAISIE KING operated two ice cream parlors in Denver. [redacted] knew subject, JACK GRAHAM, and was cognizant of his arrest for forgery and selling of liquor. She said that JACK GRAHAM always impressed her as being a normal individual and to the best of her knowledge has never manifested any signs of mental disturbances. [redacted] had destroyed the envelope in which instant letter was transmitted and she has requested that instant letter be returned to her, however this office is attempting to make arrangements with Mrs. HUFFMAN whereby instant letter can be held until the consummation of the legal actions in this matter. b7C

Mr. Belmont

AUERBACH

Encl. - 2  
RMM:fd

cc: Denver (Encl. - 2)

(5)

CC: MR. BELMONT  
AND SUPERVISOR  
DOM. INTEL DIVISION

ENCL.

98-43035-  
23 NOV 17 1955Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

COPIES DESTROYED  
284 MAR 1 1961

ALL INFORMATION CONTAINED IN THIS ENVELOPE  
HEREIN IS UNCLASSIFIED  
DATE 2/9/04 BY 60290 AUC/ACE/ncf/uta

97-4-  
ENCLOSURE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60302/clc/mcl/vn

RE: CRUAL  
SABOTAGE

Se file 98-1150

ENCLOSURE TO BUREAU: 2 copies of letter written by Mrs. DAISIE KING  
to

b7C

Denver Colo.  
Nov. 1. 55

b7C

Dear [redacted] Jack had my ticket when I returned to Denver Sat. The plane he had to get it on (because of strike) only leaves me 40 minutes in Seattle at midnight - so will go on up & plan a day coming back to stop over. Am anxious to get up there. The Grandma -? Maybe after I get there I'll be ready to return in a week - Can't seem to get settled anywhere, but hope to find my place before too long. Saw Ole Friday - He is fine.

Had a hard trip back. Snow & cold - The roads over the passes were just one sheet of ice - First time I've ever minded driving alone.

Will get moving. Have a number of things to do - Store the car & always last minute things.  
Love  
Daisy